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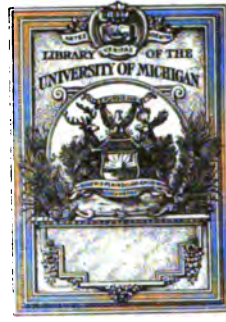
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STEAM RAILROAD MAP.



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PUBLIC DOCUMENTS
OF THE
STATE OF CONNECTICUT
VOL. I PART 2

1905

Printed by Order of the General Assembly

HARTFORD
1906

NOTE.

Commencing with the documents for the year 1900, a Document Number has been assigned to each State departmental report.

This number is determined by the chronological order of the first printed independent issue of such report and will in future be retained by it, thus showing the relative chronological place it occupies in the printed reports of the State.

A list of these reports, with the date of first printed issue and the document number of each, appears on the following page.

Asahel W. Fitchell.

Comptroller.

AUGUST 1, 1906.

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LIBRARY NOTE.

In order that each department report of the State of Connecticut for a series of years may be quickly located in the bound volumes of Public Documents, the Comptroller has also given each report a Binding Number by which its position in the bound volumes is permanently established, thus enabling each report to be found in the same position and volume from year to year.

That these several reports may be placed in the libraries of our several exchanges as soon as convenient after publication, he has provided that the State Librarian shall be supplied with two hundred sets bound in volumes of convenient size, each volume to be bound and labeled in harmony with the regular set and sent out as soon as possible after the printing of the reports belonging therein. This arrangement began with the reports for 1902.

GEO. S. GODARD,
State Librarian.

Connecticut State Library,
August 1, 1906

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State of Connecticut
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1905

53^D ANNUAL REPORT
OF THE
Railroad Commissioners

TO WHICH ARE ADDED

STATISTICAL TABLES

COMPILED FROM THE

**Annual Reports of the Steam Railroad Companies of
the State for the Year Ending June 30, and
of the Street Railway Companies
for the Same Period**

PRINTED BY ORDER OF THE LEGISLATURE

Hartford Press:
THE CASE, LOCKWOOD & BRAINARD COMPANY

1906

PUBLICATION
APPROVED BY
THE BOARD OF CONTROL.

State of Connecticut.

REPORT.

To His Excellency HENRY ROBERTS,

Governor of Connecticut:

The Fifty-third Annual Report of the Board of Railroad Commissioners is herewith submitted, containing the reports of the operations of the steam railroad and street railway companies for the year ending June 30, 1905, with the statistical tables compiled therefrom, and a condensed statement of the proceedings of the Board to the date of this report. Important improvements have been projected and are now in various stages of progress on the different lines of steam railroads throughout the State, involving a large expenditure for the increase and safety of their transportation facilities. A new double-track steel bridge over the Connecticut River at Warehouse Point on the Hartford Division of the New York, New Haven & Hartford Railroad Company, was completed and brought into use in June last. A four-track steel bridge, with lift-draw, over the Saugatuck River in the town of Westport on the New York Division of the same road was opened for traffic during the month of December, and similar four-track structures are in process of construction on the same division over the Mianus River at Cos Cob and the Housatonic River at Naugatuck Junction. On its Shore Line Division a new double-track steel bridge is being built over the Connecticut River at Saybrook, and numerous other steel structures of less magnitude have been built on other divisions in various parts of the State of sufficient strength to meet present traffic requirements. The Bridgeport improvement which has been in progress for several years was finally completed during the past summer by bringing into use one of the best planned and equipped passenger-station buildings

in the State. The double tracking of the Naugatuck Division is completed to a point just south of the Seymour station, and the plans of changes to be made from that point thence through Seymour, Beacon Falls, Naugatuck, and Union City into and through the city of Waterbury have been approved by us, and the work incident thereto is in various stages of progress. The double tracking of the Highland Division from Hopewell Junction east to Danbury is practically completed with few exceptions, and is to be extended from Danbury to Waterbury and thence to Bristol, from which point to Hartford the double track already extends.

The widening of the "cut," so-called, through the city of New Haven, sufficiently to afford room for four tracks and the raising of the streets crossing the same to give a clear headroom of at least sixteen feet for the passage of trains, has long been considered a necessity which could not longer be deferred. We are pleased to state that plans for this much needed change, mutually satisfactory to the city of New Haven and the railroad company, have been approved by us, and the work involved in these changes is now in progress.

Important changes on the Valley branch in the city of Hartford are being made to adjust tracks, freight stations, and grounds to conform to the changed conditions produced by the construction of the new highway bridge over the Connecticut River.

The year ending June 30, 1905, was one of unexampled prosperity, so far as the traffic of the steam railroads was concerned. The gross earnings are greater than ever before reported, amounting to \$52,057,903.49, being \$1,868,918.62 more than the earnings of the previous year. Of the foregoing amount, \$49,981,947.77 was earned by the New York, New Haven & Hartford Railroad Company; \$1,080,083.47 by the New London Northern Railroad Company; \$979,439.43 by the Central New England Railway Company, and \$16,432.82 by the South Manchester Railroad Company, an increase in the gross earnings of each company over those of the previous year. To this result the passenger department contributed \$24,661,805.72, and the freight department \$26,861,404.09. The net

earnings were \$14,311,261.27, being \$869,069.39 more than for the preceding year. There has been an increase of 87,775 in the number of passengers carried, and of 575,318 in the tons of freight handled.

PROCEEDINGS OF THE BOARD PERTAINING TO STEAM RAILROADS.

WATERBURY.

The Naugatuck Railroad Company presented its petition for the elimination of a highway grade-crossing in the town of Waterbury, known as Platt's Mills crossing, and after hearing the petitioners and the town, an order was issued on December 21, 1904, granting the petition substantially as agreed between the railroad company and the town, the changes to be made at the sole expense of the railroad company.

WESTBROOK.

On December 12, 1904, the New York, New Haven & Hartford Railroad Company presented a petition for the condemnation of certain land in the town of Westbrook for the extension of its depot grounds, and after due notice to the parties and a hearing thereon, we decided, on January 4, 1905, that public convenience and necessity required the taking of the land for the enlargement of the station grounds at said place, and for said purpose approved the taking of said land.

NEW LONDON.

Upon the petition of the Mayor of the City of New London permission was given, on January 20, 1905, to lay a side track, for switching purposes only, from the tracks of the New York, New Haven & Hartford Railroad Company, in said city, at grade, across Sparyard Street to and into the land of Benjamin A. Armstrong and others for warehouse purposes.

CENTERVILLE STATION.

The New York, New Haven & Hartford Railroad Company presented a petition for the discontinuance of a flag station known as Centerville in the town of Hamden. After giving

the notice required by Section 3744 of the General Statutes, hearing was had in the station, at which it appeared that the public use of the station was so slight since the extension of the trolley lines into the neighborhood as not to warrant its continuance. We, therefore, approved of its abandonment on January 24, 1905.

NAUGATUCK.

On January 20, 1905, the Warden and Burgesses of the Borough of Naugatuck presented a petition for protection of a grade crossing in said borough known as Water Street. After due notice and hearing, we ordered, on February 7, 1905, a flagman to be stationed at said crossing daily, Sundays excepted, between the hours of 6.45 A. M. and 8.45 P. M., to give notice to those using said highway of the approach of all engines, cars, or trains during the aforesaid hours.

PUTNAM.

On February 18, 1905, the New York, New Haven & Hartford Railroad Company brought petition for the condemnation of certain lands owned by various parties in the town of Putnam needed for station purposes. After due notice and hearing of the parties interested, we approved, on March 9, 1905, the taking of said lands for the purposes stated in said petition.

WATERBURY.

On the 31st day of December, 1904, the Naugatuck Railroad Company, the New England Railroad Company, and the New York, New Haven & Hartford Railroad Company presented a petition for certain changes in the city of Waterbury for the purposes of providing a union depot, eliminating certain grade crossings, adding to the number of main tracks, securing additional room for a freight station and yard, and to take certain lands for said changes, upon which we issued an order for hearing on January 16, 1905, when the parties were heard, and said hearing was continued from time to time until March 20, 1905, when plans for said changes were submitted, which were mutually satisfactory to said city and said rail-

road companies, and which were approved and ordered by us April 6, 1905.

STAMFORD.

On the 9th day of May, 1905, the Mayor of the City of Stamford presented a petition for a side track for switching purposes from the tracks of the New York, New Haven & Hartford Railroad Company across Orchard Street and Southfield Avenue at grade to and into private property on the easterly side of said Southfield Avenue with such side tracks, turnouts, and switches connecting with said property as might be necessary or convenient. After due notice and hearing the petition was granted.

SHELTON.

Upon the petition of the borough of Shelton in the town of Huntington, asking permission for the Shelton Manufacturing Company of said borough, to construct, maintain, and operate a side track for switching purposes only at grade along and upon Canal Street and across Cornell Street in said borough, such permission was granted on May 18, 1905, after due notice and hearing thereon, with the usual restrictions as to speed and the requirement to flag the crossing when so used.

PUTNAM.

The Mayor and Common Council of the City of Putnam presented to us their petition dated December 18, 1903, asking for certain changes in Front, Main, and South Main Streets in said city, upon which we ordered a hearing on January 20, 1904, which was continued from time to time until May 16, 1905, and on May 23, 1905, we issued an order in accordance with an agreement of the parties providing that South Main Street be altered so as not to cross the tracks of the railroad company at grade, but should be carried on the easterly side of the Norwich & Worcester Railroad northerly to a connection with Front Street, and when so changed the Main Street grade crossing to be closed and discontinued. The cost of said changes to be paid by the railroad company in accordance with said agreement.

WEST CORNWALL.

The Selectmen of the town of Cornwall petitioned for additional protection at the main highway leading through the village of West Cornwall, crossing the tracks of the Berkshire Division of the New York, New Haven & Hartford Railroad Company. After hearing the parties and visiting and examining the locality, we ordered the establishment of an electric signal bell at said crossing.

WASHINGTON.

The Selectmen of the town of Washington petitioned for a gate, flagman, or electric signal at each of the five highways north of the station in said town, crossed by the Litchfield branch of the New York, New Haven & Hartford Railroad Company. After a hearing and an examination of the crossings, in view of the limited number of trains, slow rate of speed, and the small amount of travel on the highways, together with the fact that the crossings have been safely used for a period of thirty years, with a single slight exception, we felt that with the exercise of such reasonable precaution as the law requires, the several crossings could be safely used as heretofore, without additional protection. The petition was therefore denied.

BRIDGEPORT.

The General Assembly of 1905 authorized the Wheeler & Wilson Manufacturing Company and the Union Metallic Cartridge Company of Bridgeport to construct, maintain, and operate by steam power a single track railway at grade, with suitable and necessary turnouts, side tracks, spur tracks, and switches connecting with their property and the property of the Connecticut Railway and Lighting Company, on East Washington Avenue in said city of Bridgeport, and, such other manufacturing and mercantile establishments as may hereafter be located on or near said avenue, said side tracks to be used for the transportation by engines and cars, of freight, goods, wares, and merchandise only to and from the property of the said Wheeler & Wilson Manufacturing Company and said Union Metallic

Cartridge Company and said manufacturing and mercantile establishments and the tracks of the New York, New Haven & Hartford Railroad Company at or near Central Avenue in said city of Bridgeport, said track to extend westerly on and along said East Washington Avenue, crossing Seaview Avenue at grade, to property owned by the New York, New Haven & Hartford Railroad Company, thence crossing the property of said New York, New Haven & Hartford Railroad Company, with the consent of said corporation, thence crossing the property of the said Union Metallic Cartridge Company, with the consent of said company, to East Washington Avenue, thence westerly on East Washington Avenue, crossing Hallet Street at grade, to the easterly side of Pembroke Street and also into the property of the said Wheeler & Wilson Manufacturing Company at or near the northeasterly corner of East Washington Avenue and Pembroke Street; also into the properties of the Union Metallic Cartridge Company, and the Connecticut Railway and Lighting Company, all of the aforesaid tracks to be subject to the approval of the Railroad Commissioners. On June 30, 1905, upon the formal application of said companies, we approved of the plan and method of construction of said tracks after due notice and hearing of said parties.

WEST MYSTIC STATION.

Application was made to us by the New York, New Haven & Hartford Railroad Company to be relieved from the maintenance of a flagman at a crossing next west of the West Mystic station, ordered by us on August 15, 1901, on the grounds that the particular industry which made it necessary to provide such protection no longer existed, and that an electric signal bell would furnish ample protection. After hearing the parties and examining the premises we ordered the discontinuance of the flagman and the substitution of an electric signal bell.

POMFRET.

The directors of the New England Railroad Company presented a petition for the elimination of a grade crossing next

westerly of the passenger station in the town of Pomfret, and after notice and hearing of the parties, on July 20, 1905, we issued an order discontinuing and closing the present highway, and carrying it under the railroad easterly of the site of the new passenger station being erected in place of the one destroyed by fire, and in accordance with an agreement between said railroad company and said town, both as to the plan of said changes to be made and the apportionment of the cost thereof.

NEW HAVEN.

Upon the request of the Mayor and Board of Aldermen of the City of New Haven, that a public hearing be held in said city to consider whether public safety required flagmen to be stationed at Brewster, Bassett, Ivy, and Thompson Streets, crossing the tracks of the Northampton Division of the New York, New Haven & Hartford Railroad, we met on July 19, 1905, heard the parties and visited and examined the premises, and on August 2, 1905, issued an order requiring flagmen to be stationed at Ivy and Bassett Streets, and dismissed that portion of the petition referring to Brewster and Thompson Streets as, in our opinion, the amount of public travel on those streets did not require such protection.

HARTFORD.

On the 10th day of July, 1905, the city of Hartford and the Central New England Railway Company presented to us their joint petition for the elimination of the grade crossing of Albany Avenue, in said city, by the tracks of said railway in accordance with the terms of an agreement between said city and said railway company. After due notice and hearing of the parties, on August 7, 1905, an order was issued to carry the avenue over the tracks of the railroad at a point about 140 feet northerly of the present crossing, in conformity with plans and conditions agreed to by said city and said company, and the present grade crossing to be closed when said overhead crossing is completed.

BEACON FALLS.

The New York, New Haven & Hartford Railroad Company presented to us its petition for certain changes in its line and the

elimination of certain grade crossings in the town of Beacon Falls, incident to the double tracking of its Naugatuck Division through said town, and after due notice and hearing of all parties in interest, on August 17, 1905, we issued an order approving the alterations and changes proposed in the location of the line of said railroad, and the addition to the number of its main tracks; also ordering the grade crossings south of the present passenger station to be closed and the highway to be carried westerly of the tracks of said railroad northerly to a point north of said station where it shall be carried over said railroad tracks on a bridge thirty feet wide, and with a clear headroom of eighteen feet over said tracks, with such connections with existing highways as were minutely shown on plans submitted at said hearing. At said hearing, in accordance with a petition of the selectmen of said town, a side track, for switching purposes only, at grade, across the highway known as Railroad Avenue, was granted for the accommodation of the business of the Beacon Falls Rubber Shoe Company.

SEYMOUR.

On June 15, 1905, the New York, New Haven & Hartford and the Naugatuck Railroad Companies presented a petition to alter the location of the line of its railroad, to add to the number of its main tracks and to change and eliminate certain highway grade crossings through the town of Seymour; also to take private lands for the purposes of said changes. After due notice to the parties in interest and various hearings thereon, on August 9, 1905, we issued an order approving the various changes proposed, and subsequently, at the mutual request of the parties, modified our original order in compliance with their wishes.

NEW HAVEN GAS LIGHT COMPANY.

On July 10, 1905, the New Haven Gas Light Company presented a petition asking us, under the provisions of Section 3711 of the General Statutes, to approve, in the manner required by said statute, of the erection of a temporary wooden truss to carry a 16-inch gas pipe over the tracks of the New York, New Haven & Hartford Railroad at Hamilton Street

in the city of New Haven, located entirely upon land of said railroad company. On August 23, 1905, we determined the length, width, material, and plan of said structure and its height above the roadbed of the railroad; and also found that its construction was necessary to carry a pipe for supplying gas to a certain section of the city of New Haven.

NAUGATUCK.

The New York, New Haven & Hartford and the Naugatuck Railroad Companies presented their petition July 24, 1905, asking our approval of the proposed change in the location of the railroad of the Naugatuck Company through the town and borough of Naugatuck, to add to the number of its main tracks, to alter certain highway crossings of said railroad, their approaches, the method of crossing, the location of the highways or crossings, the closing of certain highways or crossings, and the substitution of others therefor not at grade, and to take certain private lands for the purposes of said changes. After due notice to the various parties in interest they were heard, the plans of the proposed changes examined and considered, and on August 26, 1905, we issued an order approving said alterations and changes and taking the lands therefor.

SOUTH WINDHAM.

The Selectmen of the town of Windham presented a petition dated July 18, 1905, asking for additional protection at a highway crossing the tracks of the New London Railroad Company near the station of said company in South Windham. After notice and hearing we visited and examined the crossing, and issued an order requiring the company to station a flagman thereat daily, Sundays excepted, from 6 A.M. to 8.30 P.M.

WINSTED.

The New York, New Haven & Hartford Railroad Company made an application to us on July 20, 1905, for our approval of the abandonment of the East Winsted station on the line of its Naugatuck Division, in the borough of Winsted. After a notice of the hearing of said application had been posted conspicuously in said station for at least thirty days previous

thereto, we met in said station when the company and others appeared and were heard, and we found that the proper operation of the railroad of the applicants and the interests of the general public would be best subserved by the consolidation of the various passenger stations existing within the borough of Winsted, and we therefore approved of the abandonment and discontinuance of the East Winsted station from and after September 12, 1905.

The Central New England Railway Company presented a similar application for our approval of the abandonment of the East Winsted, Winsted, and West Winsted stations on the line of its road through the borough of Winsted, and to transact all of its passenger business from the station of the New York, New Haven & Hartford Railroad in said borough, known and designated as Winsted station. After the notice and hearing required by statute we approved the abandonment of the aforesaid stations, believing the change to be conducive to the public convenience and interest.

NEW HAVEN "CUT."

The plans of the New York, New Haven & Hartford Railroad Company for proposed changes in the "Cut," so-called, in New Haven, and the proposed changes in the highways and bridges crossing said "Cut," approved by us December 12, 1904, as stated in our last report, were not satisfactory to the Board of Aldermen of the City of New Haven, and a commission was appointed by said Board to negotiate with the railroad company for such modification of said plans as might be acceptable to the city of New Haven and said company. These negotiations between said city and said company were fortunately successful, and they unitedly asked us to approve the modified plans thus agreed to, which we did on October 10, 1905, after a public hearing thereon.

WAREHOUSE POINT BRIDGE.

The new double track steel bridge over the Connecticut River at Warehouse Point was examined by us, and the certificate required by law authorizing its use was issued by us October 10, 1905.

WINSTED.

The Selectmen of the town of Winchester presented a petition asking for the elimination of a grade crossing of the tracks of the Central New England Railway Company at Rowley Street in the borough of Winsted. After notice and hearing and an examination of the crossing, we ordered the highway carried under the tracks of the railroad, with a clear width of twenty-eight feet between the abutments of the bridge, a clear headroom of thirteen feet, and with approaches on each side of said bridge not exceeding a grade of four and one-half feet per hundred, one-quarter of the cost to be paid by the town and three-quarters by the railway company.

EAST HARTFORD.

The Selectmen of the town of East Hartford brought a petition in behalf of the New York, New Haven & Hartford Railroad Company for permission to lay two temporary side tracks at grade across Park Avenue, in said town, to land of said company, to remain and be used only during the construction of a new turntable. After the notice and hearing required by law, the petition was granted October 14, 1905, with the usual restrictions as to speed and the policing of said crossing when in use.

WINSTED.

The Selectmen of the town of Winchester brought a petition for gates at the railroad crossing at Bridge and Prospect Streets at the west end of the passenger station in Winsted, where a flagman had been stationed for many years. While it is an open question whether a flagman possessing ordinary intelligence, using a signal and his voice to warn the public of danger, does not constitute as safe protection as gates, which present only a slight physical obstruction at the crossing, under which hasty and inconsiderate pedestrians and children frequently pass, and through which careless teamsters frequently break, still, the universal wish of those using the crossing was for the latter. We therefore ordered gates to be established and operated daily,

Sundays excepted, during the hours designated in an order issued November 16, 1905.

PUTNAM.

The New York, New Haven & Hartford Railroad Company brought a petition dated November 14, 1905, for the condemnation of certain land in the town and city of Putnam now used for highway purposes to make room for a new station to be erected in said city. After due notice and hearing of the parties in interest, at which no objections were presented, on November 23, 1905, we issued our approval of the taking of said land for the purposes named in said petition.

WILLIMANTIC.

A petition of the Mayor and Common Council of the City of Willimantic was presented, asking us to determine the length, width, material, and plan of a footbridge over the tracks of the New York, New Haven & Hartford and the New London Northern Railroad Companies, extending from the termination of Railroad Street to Pleasant Street in said city, and a hearing was had upon the petition, when the parties appeared and were heard, and said petition was granted December 2, 1905, upon terms mutually satisfactory to said city and said railroad companies.

NEW BRITAIN.

On November 24, 1905, the Mayor and Common Council of the City of New Britain brought to us a petition for gates on Myrtle Street, where it is crossed by a side track leading from the main line of the Highland Division of the New York, New Haven & Hartford Railroad Company across said street into the switching yard of said company. The petition was heard in New Britain on December 5, 1905, and we visited and examined the crossing. After a careful consideration of the evidence and the peculiar situation of the crossing we were of the opinion that a flagman stationed at the crossing when it was being used for switching purposes would afford reasonable protection, and on December 18, 1905, we issued an order to that effect.

BRIDGEPORT.

The Connecticut Railway and Lighting Company presented a petition on June 17, 1905, asking for a modification of a certain order issued by us on March 21, 1898, requiring said company on East Washington Avenue and Congress Street in the city of Bridgeport to have the conductors of all street cars of the street railway go ahead and see that the tracks of the steam railroad were clear, and that there was no danger, before the street cars crossed said railroad tracks. Since this order was passed the grade crossings of the main tracks of said railroad at both East Washington Avenue and Congress Street have been eliminated, and only a side track for switching purposes remains at the grade of the streets to be crossed by the street railway tracks. This track is so seldom used that the street railway company sought to be relieved from stopping each of its cars at said crossings. By an agreement with the New York, New Haven & Hartford Railroad Company, assuming the duty of policing such tracks when in use by it, the order was modified in a manner satisfactory to both companies, and at the same time safeguard the public.

SAUGATUCK BRIDGE.

The new four track steel bridge and lifting-draw of the New York, New Haven & Hartford Railroad Company over the Saugatuck River in the town of Westport, with the safety appliances attached thereto, was inspected on December 28, 1905, and a certificate issued that it was in a suitable and safe condition for operation.

SEYMOUR.

A supplemental petition of the New York, New Haven & Hartford and the Naugatuck Railroad Companies, asking for modifications of a certain finding made by us on August 9, 1905, ordering certain changes to be made in Main Street in the town of Seymour, elsewhere referred to, was presented to us on September 30, 1905. The parties were heard on October 19, 1905, and the hearing continued from time to time until December 28, 1905, when we issued an order ratifying and approving certain changes in the Main Street crossing in said town, as agreed between said parties.

SUPREME COURT DECISIONS.

Two important decisions have been made during the past year by the Supreme Court of the State, defining more clearly than heretofore the legal powers and duties of the railroad commissioners, one in the elimination of grade crossings, as announced in the opinion on the appeal from the order of the railroad commissioners eliminating the Main Street crossing, East Hartford, and the other on the appeal of the city of Waterbury from an order of the commissioners as to the location and grade of an extension of the Connecticut Railway and Lighting Company in Oakville in said city, both of which will be very helpful in the future discharge of our duties. For the legal points determined in each case reference is made to the decisions published in the Appendix on pages 43-56.

SUNDAY TRAINS.

On the grounds of "public necessity and for the preservation of freight" permission has been granted to run certain passenger and freight trains regularly over the various lines in the State, as scheduled in the time-tables of such lines, and a limited number of special permits have been issued for particular reasons therein named. It must be admitted that the public demand for Sunday travel in and through the State is on the increase, both on steam and electric lines.

ANNUAL INSPECTION.

The steam railroads have been carefully inspected by the commissioners, as required by law, and the results of such inspection communicated to the various companies in writing. An unusual amount of expensive work has been done on the various lines of road in rebuilding and strengthening the bridge structures to meet the requirements of heavier equipment and traffic.

ACCIDENTS.

The casualties resulting from the operation of the steam roads within the State of Connecticut for the past year have been as follows:

	Injured.	Fatal.	Not Fatal.
Passengers,	36	0	36
Employees,	550	65	485
Trespassers,	168	110	58
Others,	36	9	27
Total,	790	184	606

PASSENGERS.

The number of passengers injured has been thirty-six, six less than last year, and none were killed, three less than for the previous year. Fourteen of these casualties occurred on the New York, New Haven & Hartford Railroad, five on the Central New England Railway, and seventeen on the New London Northern Railroad. Twenty-one were injured in collisions, two in falling from cars, five in jumping on or off same, one struck by train at station, and seven from other causes not specified.

EMPLOYEES.

The number of employees injured in Connecticut during the year covered by this report has been 550, compared with 408 for the previous year (which was then thought to be phenomenally large), an increase of about 35 per cent. The number of employees injured in the operation of practically the same number of miles of road in

1899	was	185
1900	"	197
1901	"	229
1902	"	242
1903	"	181
1904	"	408
1905	"	550

There has been no material increase of the mileage operated within the time covered by the foregoing statement. The number of trains and employees have been increased, but during this time safety appliances have been brought into more general use, which it was thought would reduce and not increase the number of casualties incident to the operation of the railroads; on the contrary, not alone in Connecticut, but over the whole country they have largely increased, far out of proportion to the increase

of mileage or traffic. Of the number injured sixty-five were killed. Seventy-six were injured in falling from engines or trains; thirty-four in coupling or uncoupling engines or cars; thirty-nine by overhead obstructions, and 401 from causes not classified. Of the trainmen forty-one were killed and 303 injured. Twelve were killed and sixty-two injured in falling from trains, locomotives or cars; eight killed and fourteen injured in being struck by trains, locomotives or cars; three killed and thirty-one injured coupling or uncoupling engines or cars; six killed and thirty-three injured in being struck by overhead obstructions; four killed and forty-two injured in collisions; four killed and thirty-three injured jumping on or off locomotives or cars; four killed and eighty-four injured by derailments, parting of trains, and cars backing down, and the balance from other causes not named. Twenty trackmen were injured, nine of whom were killed, and ten stationmen injured, two of whom were killed.

TRESPASSERS.

The number of trespassers injured in walking upon the track has been 168, eight less than the number so injured last year. Of this number 110 were killed, nine more than the previous year. As usual, the number of fatalities resulting from this practice exceeds those arising from all other causes combined.

INJURED AT GRADE CROSSINGS.

The number of persons injured at grade crossings of highways was twelve, nineteen less than last year; only one of this number was killed, seven less than the previous year. The number of grade crossings in the State is 968, one less than reported last year.

FINANCIAL STATEMENT OF THE CONDITION AND OPERATIONS OF THE STEAM RAILROADS FOR THE YEAR ENDING JUNE 30, 1905.

CAPITAL STOCK.

The total capital stock issued by the companies reporting to us on the date named above was \$128,771,118.38, there

having been no increase during the year. The capital stock per mile of road owned is \$84,234.04.

FUNDED DEBT.

The total funded debt of the companies is \$50,363,000.00, an increase during the year of \$4,671,000.00, occasioned by an increase of \$1,306,000.00 in the debt of the Naugatuck Railroad Company, \$1,000,000.00 of the New England Railroad Company, and \$2,365,000.00 of the New York, New Haven & Hartford Railroad Company. The funded debt per mile of road is \$32,944.33.

The current liabilities of the companies amount to \$29,294,306.09, a gross increase of \$21,543,521.27 during the year, accounted for by an increase of \$65,298.67 in the liabilities of the Central New England Railway Company, \$255,546.05 in the Danbury & Norwalk Railroad Company, \$3,300.00 in the Hartford & Connecticut Western Railroad Company, \$32,308.50 in the New Haven & Derby Railroad Company, \$1,401.35 in the South Manchester Railroad Company, \$3,373.34 in the New London Northern Railroad Company, and \$21,182,293.36 in the New York, New Haven & Hartford Railroad Company. The Naugatuck Railroad Company has diminished its liabilities \$345,843.96, the New England Railroad \$52,585.73, the Norwich & Worcester Railroad \$90.00, and the Rockville Railroad \$2,643.12, making a total decrease of \$401,162.81, which deducted from the foregoing increase of \$21,543,521.27 leaves a net increase of \$21,142,358.46; which added to the liabilities of the previous year, \$8,151,947.63, gives the total liabilities on June 30, 1905, to be as heretofore stated, \$29,294,306.09.

GROSS EARNINGS.

The gross earnings of the railroads for the year have been \$52,057,903.49, a gain of \$1,868,918.62 over those of the previous year. The earnings from passengers were \$24,661,805.72, from freight \$26,861,404.09, and the balance from other sources. The gross earnings per mile of road operated were \$21,788.48, and per mile run \$2.11100.

OPERATING EXPENSES.

The operating expenses for the year were \$37,746,999.81, an increase of \$999,215.24 over those of the previous year, being 72.5 per cent. of the gross earnings. The operating expenses per mile of road operated were \$15,798.75, and per mile run \$1.53068.

NET EARNINGS.

The net earnings were \$14,311,261.27, an increase of \$869,069.39 over those of last year, and are 27.49 per cent. of the gross earnings, being \$5,989.73 per mile operated, and \$0.58032 per mile run.

TAXES.

The amount paid for taxes was \$2,727,430.65, which is \$202,578.27 more than the amount paid the preceding year. The amount paid to the State of Connecticut was \$1,204,936.48. The entire amount of taxes paid is about 5.2 per cent. of the gross earnings.

DIVIDENDS.

The amount paid in dividends has been \$7,445,500.00, an increase of \$393,573.00 over the amount paid last year. The amount of stock on which dividends were paid was \$100,719,500.00, and the amount upon which none were paid \$28,051,618.38.

PASSENGERS CARRIED AND PASSENGER REVENUE.

The number of passengers carried during the year was 64,403,149, which is 87,775 more than the number carried last year, compared with 102,894,160, carried by the street railways of the State. The average length of each passenger trip was 18.51 miles, compared with 17.93 miles for the previous year. The passenger revenue was \$20,415,937.16, an increase of \$395,002.13 over that of the preceding year. The amount received per passenger was \$0.31700 compared with \$0.31120 for the previous year, the average receipts per passenger per

mile \$0.01712, the passenger earnings per mile of road \$10,322.03, compared with \$10,068.39 for the preceding year, and the passenger earnings per train mile \$1.51879.

FREIGHT CARRIED AND FREIGHT EARNINGS.

The freight carried was 20,748,402 tons, an increase of 575,318 tons over the amount carried the previous year. The average haul was 90.07 miles, compared with 87.29 miles last year. The freight revenue was \$26,052,854.62, a gain of \$1,077,929.29 over the revenue of the previous year. The average amount received for each ton of freight handled was \$1.25565, and the average receipts per ton per mile \$0.01394. The freight earnings per mile of road were \$11,242.66 compared with \$10,819.96 for the previous year, and the freight earnings per train mile \$3.10183 in comparison with \$2.96026 for last year.

TRAIN MILEAGE.

The mileage of passenger trains earning revenue was 16,000,364, being 438,234 miles less than last year. The mileage of revenue freight trains was 8,422,464, which is 93,528 miles less than the preceding year, the mileage of mixed trains 237,381, and that of non-revenue trains 7,262,953, a decrease in the mileage of all trains of 493,038 miles over that reported last year, which, in view of the increased earnings, is a good showing from an operating standpoint.

PROPERTY ACCOUNTS.

The property accounts of the companies amount to \$255,882,557.89, consisting of the following items: Cost of roads, \$130,051,451.95; cost of equipment, \$24,320,032.16; bonds and stocks owned, \$46,373,182.19; other permanent investments, \$17,228,461.47; cash and current assets, \$15,868,806.70; other assets, \$22,040,623.42. The cost of road has been increased \$15,647,834.93; the equipment, \$3,493,307.51; bonds and stocks owned, \$19,095,543.63, other permanent investments, \$1,817.20; cash and current assets, \$54,834.17, and

other assets decreased \$10,320,864.20. The average 'cost of the roads' is \$85,071.56 per mile owned, and the average cost of equipment \$15,941.36.

LENGTH OF ROADS.

The total length of main line and branches included in this report is 2,320.15 miles, an increase of only 0.09 miles, arising from a change reported in the length of the branch from Wicopee to Fishkill. The length of second or double track is 677.21 miles, third track 78.44 miles, fourth track 77.21 miles, and sidings 1,352.40 miles, a total of 4,505.41 miles. The length of main line and branches in Connecticut: first track is 1,017.72 miles, second or double track, 256.85, third and fourth tracks, 84.88, and of sidings, 538.24, a total of 1,897.69 miles.

MAINTENANCE OF WAY AND STRUCTURES.

The amount expended for the maintenance of way and structures has been \$5,605,511.18, being \$155,941.99 less than the amount so expended last year, amounting to \$2,346.15 per mile of road operated, and \$0.227 per mile run.

MAINTENANCE OF EQUIPMENT.

The amount expended for the maintenance of equipment has been \$5,264,446.61, which is \$431,920.64 more than the sum expended for this purpose last year, amounting to \$2,203.89 per mile operated, and \$0.213 per mile run.

CONDITION OF THE ROADS.

For convenient reference, a brief statement of the total mileage of all tracks of each of the four operating roads included in this report is herewith presented. The portion of this mileage within the State of Connecticut is given on page 23.

New York, New Haven & Hartford Railroad.

First track,	.	.	.	.	.	2,033.41 miles.
Second track,	.	.	.	.	.	677.21 "
Third track,	.	.	.	.	.	78.44 "
Fourth track,	.	.	.	.	.	77.21 "

Trackage rights,	90.98	miles.
Sidings,	1,275.70	"
Total, all tracks,	4,232.95	"

Central New England Railway.

First track,	143.11	miles.
Second track,	3.60	"
Trackage rights,	3.81	"
Sidings,	47.13	"
Total, all tracks,	197.65	"

New London Northern Railroad, Operated by the Central Vermont Railway Company.

First track,	121.00	miles.
Sidings,	42.90	"
Total, all tracks,	163.90	"

South Manchester Railroad.

First track,	2.25	miles.
Sidings,	3.45	"
Total, all tracks,	5.70	"

Grand total single track and sidings of all lines including trackage rights,	4,600.20	"
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The aggregate results of the operation of all steam roads for the year ending June 30, 1905, are given here for convenient reference, although elsewhere stated, under their proper heads:

Gross earnings,	\$52,057,903.49
Operating expenses,	37,746,999.81
Net earnings,	14,311,261.27
Freight earnings,	26,861,404.09
Passenger earnings,	24,661,805.72
Earnings from other sources,	534,693.68
Expended for maintenance of way and structures,	5,605,511.18
Expended for maintenance of equipment,	5,264,446.61
Number of new ties laid,	1,755,232
Tons of new steel rails laid,	16,571.62
Total number of employees,	32,769
Compensation of same,	\$22,424,839.74
Number employed in maintenance of way and structures,	6,642

Amount paid for their services, . . .	\$3,677,088.25
Passengers carried, . . .	64,403,149
Tons of freight carried, . . .	20,748,402
Passengers injured, . . .	36
Passengers killed, . . .	0
Employees injured, . . .	550
Employees killed, . . .	65
Injured at grade crossings, . . .	12
Killed at grade crossings, . . .	1
Number of grade crossings, . . .	968
Tons of coal consumed, . . .	1,780,148
Taxes, . . .	\$2,727,430.65
Taxes paid state of Connecticut, . . .	\$1,204,936.48

NEW YORK, NEW HAVEN & HARTFORD RAILROAD.

NEW YORK DIVISION.

The new passenger station building at Bridgeport which has been completed and brought into use during the year is a credit to the company and the city, being the most complete in all its appointments and conveniences of any station on the line of any road in Connecticut. Four-track bridges are in process of construction at Cos Cob, Saugatuck, and the Housatonic River on the main line of this division, none of which are yet completed, although those at Cos Cob and Saugatuck are the farthest advanced, and will soon be brought into service. The rebuilding of the foundations of these important structures constitutes an element of large expenditure, extending, as they do, from twenty to forty-five feet below mean high water, requiring the most improved devices for submarine construction, and consequently involving slow progress. Each of these bridges over navigable waters are to be equipped with rolling lift draws, those at Cos Cob and Saugatuck providing an opening of 75 feet in the clear for the passage of vessels, and that over the Housatonic River of 100 feet. The bridges on the Danbury branch of this division, fourteen in number, have been rebuilt during the past year, and are now of sufficient strength to meet the requirements of heavier equipment and traffic. A new passenger station has been erected at Branchville on the line of this branch.

BERKSHIRE DIVISION.

The track of this division has been improved by laying about three miles of new steel rails on the outside of curves at

points where the old rails were most worn, distributed between Stepney and Trumbull, Newtown and Botsford, Boardman's bridge and Mechanicsville, South Kent and Kent, and West Cornwall and Lime Rock. A new passenger and freight station combined has been erected at Still River, and a new steel bridge, in process of erection at the time of our last report, has been completed over the Housatonic River south of New Milford, also a new steel girder bridge south of Canaan. On the Derby branch the trestle at Derby Junction has been rebuilt in a most substantial manner to accommodate three tracks, a new three-span, double-track steel bridge is in process of construction over the Housatonic River between Derby and Shelton, a double-track I-beam bridge over the canal on the west end thereof, and a new double track wooden trestle on the east approach across the Derby flats. New stations have also been erected at Steppney and Trumbull. On the Naugatuck branch the double track is completed to a point about one mile south of Seymour, and is in various stages of progress between that point and Waterbury, involving important changes in line and grade, the elimination of the grade crossings, and a union of the passenger and freight business of the Naugatuck and New England railroads in the city of Waterbury.

The passenger and freight business of the Naugatuck and Central New England Companies in Winsted have been combined by the discontinuance of all passenger stations on the line of both roads except the Union passenger station in the center of the village, which now serves the purpose of both roads. A new freight house has been erected and tracks arranged for the accommodation of a large freight business.

HARTFORD DIVISION.

The most important improvement on this division during the past year is the new double-track steel bridge consisting of nine spans erected over the Connecticut River at Warehouse Point, by means of which the traffic of the road can now move uninterruptedly without halting at each end of the bridge to run the gauntlet of a single-track structure on a double-track road. New steel rails weighing 100 pounds per yard have been laid

between North Haven and the "Quarry switches" north of Meriden, a distance of about $15\frac{3}{4}$ miles. On the Valley branch of this division, in the city of Hartford, extensive changes are in progress incident to the construction of the new highway bridge over the Connecticut River by said city and adjacent towns. Two new freight stations have been erected, one for incoming freight 800 feet long and 50 feet wide and one for outgoing freight 800 feet long and 35 feet wide, and the yard and tracks connecting therewith are to be rearranged to conform to the changes in the grades of the streets connecting with the proposed new highway bridge above referred to. The track of the Valley branch has been improved by laying heavier second hand rails, removed from the main line of the division, from Rocky Hill to a point north of Wethersfield, about five miles, and between Goodspeeds and Essex. The other branches of this division are in good condition.

HIGHLAND DIVISION.

That portion of the double tracking of this division from the Danbury Fair Grounds westward to the New York State line is completed and between the Fair Grounds and the city of Danbury is rapidly approaching completion, involving the renewal or strengthening of the various bridges on this portion of the line. Between Danbury and the Fair Grounds new steel rails weighing 78 pounds per yard have been laid, also west of Meriden Junction in Waterbury, and from Waterville to Freestone, from Bristol "cut" to Bristol yard, and about eleven miles of the distance between Buckland and Willimantic. The elimination of the grade crossing at Terryville was completed during the past season. The wooden Howe truss bridge over the Housatonic River near Sandy Hook in Newtown was recently burned, and a new temporary structure has been built in its place. The Springfield, Melrose, and Rockville branches are in good condition.

AIR LINE — NORTHAMPTON DIVISION.

The track, roadbed, and bridges of that portion of this division extending from New Haven to Willimantic have been maintained in good condition. The Rapallo and Lyman Via-

ducts have been painted during the past season. On the New Hartford branch of the Northampton road $12\frac{1}{2}$ miles of new steel rails have been laid between Farmington and Pine Meadow, and the track has been thoroughly reballasted; also seven of the bridges have been renewed and strengthened sufficiently to carry safely the heaviest traffic. The track and bridges of the main line from New Haven to the Massachusetts line are in good condition.

SHORE LINE DIVISION.

On the Norwich and Worcester branch of this division the wooden stringer bridge at Wilsonville and the wooden Howe truss bridge near Jewett City have been changed to steel girder bridges of sufficient strength to meet the requirements of the heavy traffic, and about $21\frac{1}{2}$ miles of new steel rails laid on the curved portion of the line between Norwich and Jewett City. Between New London and Westerly several of the light iron bridges have been renewed and strengthened, and a new passenger station erected at Mystic, similar in design to the one at Westbrook; also a new freight station building at Stonington, so located as to avoid switching over the numerous grade crossings in the thickly-settled portions of the borough. Between New London and New Haven some nine or ten bridges have been renewed and strengthened, and the work of rebuilding the bridge over the Connecticut River at East Lyme, on a new line south of the present bridge, is in progress, the deep water foundations involved in its construction being the most important and expensive of any bridge construction in the State. Two side tracks have been laid between Guilford and East River about $21\frac{1}{2}$ miles long, practically four-tracking the road for that distance.

MIDLAND DIVISION.

On this division between Willimantic and East Thompson the track is now composed of new steel rails weighing 78 pounds per yard, the last of the old 66-pound steel rails having been removed this season. The two iron truss deck bridges, one just east of Willimantic and the other just west of Putnam, being too light for the present traffic, have been renewed with steel

girders of sufficient strength to meet present traffic requirements. Important changes are in progress in the tracks, station, and grounds at Putnam, which include the elimination of the main street grade crossing and the widening of the Front Street crossing under the tracks of the New England and the Norwich and Worcester railroads, and the construction of a new depot south of the present site. A new passenger station is also being erected at Pomfret in place of one which was burned just east of the former site, and the highway which formerly crossed the tracks at grade near the station is being changed and carried under the tracks a short distance east of the station.

PROVIDENCE BRANCH.

That portion of this division extending from Willimantic to Oneco has been improved by laying new and heavier steel rails from Oneco to a point about three-quarters of a mile west of Moosup, and the track thus laid and other portions of the line have been thoroughly reballasted and brought into good alignment and surface.

SUMMARY OF THE OPERATIONS OF THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY, FOR THE YEAR ENDING JUNE 30, 1905.

Gross earnings, \$49,981,947.77; passenger earnings, \$24,146,454.49; freight earnings, \$25,341,855.19; operating expenses, \$35,833,022.61; net earnings, \$14,148,925.16; maintenance of way and structures, \$5,168,709.32; maintenance of equipment, \$5,087,965.54; number of new ties laid, 1,619,867; tons of steel rails laid, 15,445; number of employees including officers, 31,377; compensation of same, \$21,506,461.84. The operating expenses were 71.69 per cent. of the gross earnings, and the maintenance of way and structures 14.4 per cent. of the total operating expenses.

CENTRAL NEW ENGLAND RAILWAY.

The various stations of this company through the borough of Winsted have been discontinued during the past season, and its business is now transacted from the stations of the Naugatuck

Railroad Company in said borough. Upon the petition of the selectmen of the town of Winchester, Rowley Street, now crossing the tracks of this company at grade, has been ordered to be carried under them with a clear headroom of thirteen feet. During the past year an order was issued by us in accordance with an agreement of this company and the city of Hartford to carry Albany Avenue in said city over the tracks of said company, and this work is now in progress. Repairs and renewals have been made on numerous bridges on the line of this road during the past year, new rails have been laid through the "cut" west of Norfolk, the Whiting River fill has been widened and the track and roadbed have been maintained in good condition.

The results of the operation of the road for the past year are as follows: Gross earnings, \$979,439.43; passenger earnings, \$278,554.51; freight earnings, \$685,611.15; operating expenses, \$953,635.30; net earnings, \$25,804.13; maintenance of way and structures, \$249,853.82; maintenance of equipment, \$141,005.49; new ties laid, 120,087; new steel rails laid, 1,125 tons; number of employees, 581, less than heretofore, because a portion of the road was operated by the New York, New Haven & Hartford Railroad Company; compensation of same, \$530,076.74. The operating expenses were 97.37 per cent. of the gross earnings, and the maintenance of way and structures about 26.2 per cent. of the total operating expenses.

NEW LONDON NORTHERN RAILROAD.

Repairs and renewals have been made during the past year on seven of the bridges on the line of this road and the track and roadbed have been maintained in a satisfactory condition.

The results of the operation of the road for the past year are shown in the following statement: Gross earnings, \$1,080,083.47; passenger earnings, \$232,336.38; freight earnings, \$821,965.27; operating expenses, \$943,551.49; net earnings, \$136,531.98; maintenance of way and structures, \$180,883.26; maintenance of equipment, \$34,785.26; new ties laid, 13,785; number of employees, 788; compensation of same, \$376,680.36. The operating expenses have been 87 per cent. of the gross earnings, and the maintenance of way and structures about 19.2 per cent. of the total operating expenses.

SOUTH MANCHESTER RAILROAD.

The track of this road extending from Manchester to South Manchester, $2\frac{1}{4}$ miles in length, has been maintained in good condition.

The gross earnings have been, \$16,432.82; passenger earnings, \$4,460.34; freight earnings, \$11,972.48; operating expenses, \$16,790.41, showing a deficit of \$357.59; maintenance of way and structures, \$6,064.78; maintenance of equipment, \$690.32; new ties laid, 1,493; number of employees, 23; compensation of same, \$11,620.80.

RIDGEFIELD & NEW YORK RAILROAD.

There is no change in the condition of this road to be reported, except that its line has been re-surveyed during the past summer.

STREET RAILWAYS.

The Groton & Stonington Street Railway, extending from Groton to Westerly, R. I., about twenty miles in length, was completed and brought into use for its entire length on May 5, 1905. The New London Division of the Consolidated Railway Company has been extended from a junction with its existing line at the corner of Broad Street and Connecticut Avenue, northerly on Broad Street about 4,200 feet to Jefferson Avenue, thence southerly on Jefferson Avenue about 1,000 feet to the entrance of Cedar Cemetery, and was brought into operation on April 25, 1905. The line of the Connecticut Railway & Lighting Company, extending from Waterbury to a connection with the Cheshire Street Railway at or near Scott's corner, so-called, was completed and brought into operation on August 7, 1905, and on the same date the extension of the Cheshire Street Railway from Scott's corner northerly to a connection with the Meriden, Southington, and Compounce Tramway at Milldale, about four and one-quarter miles in length, was completed and opened for operation. The Connecticut Railway & Lighting Company has also constructed and brought into use certain short extensions in Milford, New Britain, and Waterbury. The Consoli-

dated Railway Company has also constructed and opened for service an extension in the city of Meriden along Cook Avenue about 6,200 feet in length.

The New London & East Lyme Street Railway, extending from a junction with the New London Street Railway through the town of Waterford and East Lyme to Niantic station, has been constructed and is now in operation.

The Rockville, Broad Brook & East Windsor Street Railway has been constructed from Warehouse Point, through Broad Brook, as far as Melrose Station, to which point it is now being operated. The foregoing comprised the principal additions made to the street railways of the State during the year 1905. Since our last report the Consolidated Railway Company has acquired the Hartford Street Railway, the Suffield Street Railway, the Willimantic Traction Company, and the Hartford, Manchester & Rockville Tramway Company, together with large street railway properties beyond the limits of the State. As will be seen in the financial statement elsewhere made of the operations for the year, the business of the companies for the year covered by this report is greater than that of any previous year, both as to the number of passengers carried and the gross earnings.

**PROCEEDINGS OF THE BOARD CONCERNING STREET RAILWAYS.
APPROVAL OF METHOD OF CONSTRUCTION.**

On February 28, 1905, we approved the method of construction of an extension of the Cheshire Street Railway from the terminus of its present track on Maple Street in Cheshire to a connection with the track of the Connecticut Railway & Lighting Company at Dickerman's Corner, so-called, in the town of Southington, Conn., thus forming a connection with the Meriden, Southington, and Compounce Tramway.

On March 13, 1905, we approved the method of construction of a double-track trestle, 405 feet long, on the line of the Connecticut Railway & Lighting Company in the town of Milford across "Calf Pen Creek," so-called, in place of a single-track structure heretofore existing at that place.

On April 14, 1905, we approved the method of construction of an extension of the East Hartford & Glastonbury Street Rail-

way in the town of Glastonbury from its present track on Main Street at the intersection of Hubbard Street, northerly, through said Hubbard Street and thence through private right of way to a point at or near the premises of the J. B. Williams Company. On June 30th, 1905, we approved the method of construction of proposed double tracks on Main Street in the city of Derby, and for certain changes in Derby Avenue on the lines of the Connecticut Railway & Lighting Company in said city, and on July 7, 1905, approved the method of construction over the Main Street bridge over the tracks of the New York, New Haven & Hartford Railroad.

On June 30, 1905, we approved the method of construction of the Hartford Street Railway in the city of Hartford, in the double tracking of its line on New Britain Avenue, and Washington Street to a junction with Newington Avenue, prescribing the use of a tee rail for reasons stated in the order.

On July 20, 1905, we approved the method of construction of the Rockville, Broad Brook & East Windsor Street Railway, extending through the towns of East Windsor, Ellington, and Vernon from the west end of Bridge Street in Warehouse Point to the corner of West and Union Streets in the city of Rockville.

On the same date we also approved the lay-out and location of that part of its railroad which is to be upon private land; later a supplemental hearing was had, and on September 7, 1905, an additional approval was issued applicable to property owners not previously notified. On October 16, 1905, we approved the method of construction of a changed portion of its line, and of its changed lay-out over private land. Also on October 26, 1905, issued a further amendment of the foregoing proceeding.

On July 20, 1905, we approved the method of construction of a proposed extension of the Connecticut Railway & Lighting Company in the town of Stratford on South Avenue and across private land. On August 2, 1905, we approved the method of construction of proposed extensions of the tracks of the Connecticut Railway & Lighting Company in the city of New Britain.

Also on August 2, 1905, we approved the method of construction of the extension of a turnout in the Black Rock and

the old Southington Road in the town of New Britain on the line of the Connecticut Railway & Lighting Company.

On August 9, 1905, we approved the method of construction of a turnout on the line of the Meriden, Southington & Compounce Tramway in the town of Southington, near Dickerman's Corner at the junction with the Cheshire Street Railway.

On the same date we approved the method of construction of a new turnout on the line of the Connecticut Railway & Lighting Company in the town of Cheshire on Main Street at Cornwall Avenue, and an extension of the present turnout on Maple Avenue.

On September 30, 1905, we approved the method of construction of a portion of the line of the Consolidated Railway Company in the city of Meriden, extending from the present tracks of said company on Hanover Street near its connection with Cook Avenue, thence along Cook Avenue to South Colony Street, thence along South Colony Street to a point opposite the cemetery.

On October 14th, we approved the method of construction proposed for double tracking a portion of the line of the Consolidated Railway Company on Whitney Avenue in the town of Hamden.

On December 5, 1905, we approved the method of construction proposed by the Consolidated Railway Company in the city of Middletown of certain extensions of its line in Bridge Street and Rapallo Avenue, where said company has the charter right to build, and had obtained the approval of the Mayor and Common Council of the City of Middletown of the location and grade of said proposed extensions.

On December 13, 1905, we approved the method of construction proposed by the Consolidated Railway Company of an extension of its present tracks from Durham Avenue through Pameacha Avenue and private property to the property of the Rogers & Hubbard Company in the city of Middletown.

CERTIFICATES ISSUED.

The following lines of street railways and extensions of existing lines have been examined, and certificates issued that they were in a suitable and safe condition for operation:

On December 17, 1904, that portion of the Groton & Stonington Street Railway, extending from Groton to Mystic, about ten miles in length, was approved and opened for business.

On April 8, 1905, that portion of the same line extending from Mystic to the corner of Elm and Cutler Streets in the borough of Stonington was examined, approved, and opened for business.

On May 5, 1905, the balance of the foregoing line extending from Stonington to Westerly, terminating at the Paucatuck River, about five miles in length, was examined and brought into use, making a continuous line from Groton to Westerly, R. I., about twenty miles in length.

On April 25, 1905, that portion of the New London Division of the Consolidated Railway Company's line in the city of New London, extending from the junction with its existing line at the corner of Broad Street and Connecticut Avenue, thence running northerly on Broad Street about 4,200 feet to Jefferson Avenue, thence southerly on Jefferson Avenue, about 1,000 feet to the entrance to Cedar Cemetery, was examined, approved, and brought into use.

On June 19, 1905, the additional track of the Connecticut Railway & Lighting Company over the trestle across Calf Pen Creek, so-called, in the town of Milford, was examined and found in a suitable and safe condition for operation, and a certificate to that effect was issued.

On August 7, 1905, that portion of the line of the Connecticut Railway & Lighting Company, extending from Mad River in the town of Waterbury to Scott's corner, so-called, in the town of Cheshire, about seven miles in length, also that portion of the line of the Cheshire Street Railway Company, extending from Scott's corner in the town of Cheshire northerly about $4\frac{1}{4}$ miles to a junction with the Meriden, Southington & Compounce Tramway at Milldale were examined and found in a suitable condition for operation, and a certificate so issued.

On November 15, 1905, that portion of the line of the Consolidated Railway Company in the city of Meriden, commencing at its existing line at the junction of Hanover Street and Cook Avenue, running southerly through Cook Avenue about

6,200 feet was examined and found in a suitable condition for operation.

On November 16, 1905, that portion of the line of the Connecticut Railway & Lighting Company in the city of New Britain, extending from the junction of South Main and Ash Streets through Ash Street to Maple Street, thence through Maple Street to a connection with the Maple Street track at the junction of Whiting Street, about 2,000 feet in length, was examined and found in suitable condition for operation.

On November 18, 1905, that portion of the line of the Connecticut Railway & Lighting Company in the city of Waterbury, extending from the junction of Baldwin and Washington Streets, running southerly in Baldwin Street a distance of about 4,745 feet was examined and approved for operation.

On November 29, 1905, that portion of the Rockville, Broad Brook & East Windsor Street Railway, extending from the village of Warehouse Point easterly to the village of Broad Brook, about $4\frac{3}{4}$ miles in length, was examined and a conditional certificate issued permitting its operation.

GREENWICH.

John A. Wendle, of the town of Greenwich, presented on January 17, 1905, an appeal from the finding of the Selectmen of the town of Greenwich, approving of the location of a siding of the Greenwich Tramway Company in front of his premises. The consideration of the appeal was, at the request of the parties, continued until June 20th, when certain modifications were agreed to by the parties, and at their request we ratified and approved the agreement thus effected.

DERBY.

The Connecticut Railway & Lighting Company presented to us its appeal from certain portions of the order of the Mayor and Board of Aldermen of the City of Derby on the application of said company for the location of additional tracks, curves, and turnouts, dated May 17, 1905. After due notice and hearing of the parties and an examination of the premises, we

deemed it equitable to sustain the appeal of the company, providing, however, that the tracks leading from Main Street northerly into Derby Avenue, be so located or changed that no cars run on said tracks shall overhang or obstruct the sidewalk on the northwest corner of said Main Street and Derby Avenue.

WATERBURY.

On the 29th day of October, 1901, the Connecticut Railway & Lighting Company appealed to us from a decision of the Selectmen of the town of Waterbury, approving the location and grade of a proposed extension of its road from the then terminus of its tracks in Oakville to the Watertown and Waterbury town line. After due notice and hearing on July 24, 1902, we rendered a decision upon said appeal, and on August 5, 1902, the Mayor and Board of Aldermen appealed from said order to the Superior Court of New Haven County, and on May 10, 1905, said Superior Court rendered judgment disaffirming and annulling said order, whereupon the said Connecticut Railway & Lighting Company appealed from said decision to the Supreme Court of Errors, and on July 14, 1905, said Supreme Court rendered its decision, sending the case back to the railroad commissioners to exercise their full powers, which were interpreted by the Court to be much more extensive than the Commissioners held them to be in their finding. On the 21st day of July, 1905, the parties came before us for a reconsideration of the case in the light of this decision. A hearing was had on the 24th of July, 1905, and continued from time to time until September 30, 1905, when said city and said railway company agreed that the location of the tracks of said company should be as prescribed in our order passed July 24, 1902, and that the grade of said tracks be as prescribed therein. It was further agreed that the aforesaid location and grade should be temporary only, and that after the completion of the proposed improvements to be made by the city of Waterbury in the locality referred to in said order, any necessary changes in said location and grade be provided for either by agreement of the parties, or by a further order of this Board. This agreement we ratified, confirmed, and approved in an order dated Septem-

ber 30, 1905, and considered it a very happy solution of a case which had been long pending. The decision of the Supreme Court above referred to will be found in the Appendix pages 43-57.

ANNUAL INSPECTION.

The street railways have been examined during the past year as required by law, and were found to be in a satisfactory condition.

MILEAGE OF STREET RAILWAYS.

The mileage of the street railways included in this report is as follows: Length of road owned, first main track, 575.008 miles; length of second main track owned, 109.322 miles; total length of main track owned, 684.330 miles. Length of sidings and turnouts owned, 31.590 miles; total main line and sidings owned, computed as single track, 715.920 miles. In addition to the miles shown as owned, there are 39.858 miles of single track operated under lease, and 34.604 miles operated under trackage rights, making a total of 790.382 single track miles operated. The 715.920 miles of single track and sidings owned, added to the 39.858 miles leased gives 795.778 as the number of miles of single track and sidings reported in Connecticut.

CAPITAL STOCK.

The total capital stock of the street railway companies outstanding is \$30,454,988.00, representing 684.330 miles of street railway owned, together with, in some cases, gas and electric properties as shown in Table No. 1 on page 98. It will be seen that the amount of stock reported this year is \$204,760.00 less than the amount reported last year, a reduction caused by the absorption of various companies by the Consolidated Railway Company. How much of the foregoing capital stock represents street railway and gas or electric properties is not reported, and cannot be ascertained, as it was issued upon the properties as a whole. If the whole stock issued is divided by the number of miles of street railways owned, viz., 684.330, it would show the average stock per mile to be \$44,503.37.

BONDS ISSUED.

The total bonded debt of the street railway companies is \$36,536,592.88, an increase over the previous year of \$14,329,250.61. This increase has taken place in the following companies: The Branford Light & Water Company, \$220,000.00; the Connecticut Railway & Lighting Company, \$1,516,850.61; the Consolidated Railway Company, \$12,899,400.00; the Farmington Street Railway Company, \$30,000.00; the Groton & Stonington Street Railway Company appears in the list for the first time with bonds amounting to \$375,000.00; the Hartford & Springfield Street Railway Company has increased its bonds during the year, \$168,000.00, and the Hartford Street Railway Company, \$50,000.00. The bonds of the following companies have disappeared, in the amounts named, by their absorption by the Consolidated Railway Company, viz.: the Middletown Street Railway Company, \$180,000.00; the Montville Street Railway Company, \$250,000.00; the New London Street Railway Company, \$150,000.00, and the Norwich Street Railway Company, \$350,000.00. The total bonded indebtedness divided by the miles of street railway owned, viz., 684.330, would show an issue of \$53,390.31 per mile. In fact, however, these bonds cover only 670.297 miles, making \$54,508.06 per mile. This also includes gas and electric-lighting properties.

FLOATING INDEBTEDNESS.

The floating indebtedness of the companies is \$1,056,951.44, being \$1,483,237.86 less than the amount reported for the previous year. The total stock, bonds, and floating indebtedness is \$68,048,532.32, an increase of \$12,641,252.75 over that of last year.

CONSTRUCTION AND EQUIPMENT.

The cost of construction and equipment is reported as \$59,313,268.21, including as previously stated the cost of the street railways and certain gas and electric light properties. This amount divided by the number of miles of road owned, viz., 684.330, gives \$86,673.48 as cost of road per mile including gas and electric light properties. By referring to Table No. 2, page 112, the cost per mile of each road will be seen.

GROSS EARNINGS.

The gross earnings for the past year were \$5,423,616.43, being \$499,464.97 more than for the preceding year. The gross earnings per mile operated were \$7,175.81, and per mile run \$0.2260. The gross earnings per car hour are reported as \$2.10.

The largest gross earnings per mile operated were \$10,292.37 on the Hartford Street Railway; the second largest, \$8,719.28 on the Danbury & Bethel Street Railway, and the third largest, \$8,643.48 on the Greenwich Tramway. The gross earnings of the two largest companies in the State were \$2,024,502.88 on the Consolidated Railway, and \$1,420,093.53 on the Connecticut Railway & Lighting Company's lines.

OPERATING EXPENSES.

The operating expenses for the year were \$3,379,630.07, being \$92,516.52 more than for the previous year, and amount to \$4,471.48 per mile operated and \$0.1408 per mile run. The operating expenses were 61.31 per cent. of the gross earnings, as compared with 66.75 per cent. last year.

NET EARNINGS.

The net earnings for the year were \$2,043,986.36, compared with \$1,637,037.91 for the previous year, an increase of \$406,948.45, and were \$2,704.33 per mile operated and \$0.0852 per mile run.

DIVIDENDS.

Dividends amounting to \$275,500.00 have been paid by seven companies, upon capital stock amounting to \$11,850,000.00, while no dividends are reported as paid on \$18,604,988.00 of capital stock.

INTEREST.

Interest amounting to \$1,364,137.34 has been paid on a total bonded and floating indebtedness of \$37,593,544.32.

TAXES.

The amount of taxes paid to the State by the various companies was \$309,034.60.

MILES RUN.

The number of miles run were 23,989,115. Gross earnings per mile run, \$0.2260, operating expenses, \$0.1408, and net earnings, \$0.0852. The number of miles run were 1,238,555 more than for the previous year, and the gross and net earnings per mile run slightly increased and the operating expenses slightly reduced.

PASSENGERS CARRIED.

The number of fare passengers carried was 102,894,160, the largest number ever reported, an increase of 9,782,758 over the number carried last year, compared with 64,403,149 carried by the steam railroads. This is an increase of $10\frac{1}{2}$ per cent. over the number of passengers carried last year. The number of fare passengers per mile of main track operated was 136,136, and the number per mile run 4.29.

EMPLOYEES.

The number of employees was 3,607, averaging about 4.78 per mile of road operated.

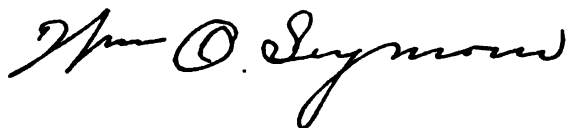
ACCIDENTS.

The number of persons injured in the operation of the street railways during the past year was 465 compared with 383 for the previous year, an increase of 82, of which number 28 were killed, five more than last year. Of this number injured 285 were passengers, 75 more than the previous year, of whom five of the number injured are reported as "the result of their own misconduct or carelessness." The number of employees injured was 24, two of whom were killed. One of the number killed and eleven of those injured were reported as "resulting from causes beyond their own control," and the same number both killed and injured as the "result of their own misconduct or carelessness." "Others," which includes all those killed or injured who are not passengers or employees, were 156 injured, of whom 21 were killed. Of the number killed, two were reported as "resulting from causes beyond their own control," and 19 from "misconduct or carelessness." Of the number injured

12 were reported as resulting from "causes beyond their own control," and 123 from "misconduct or carelessness."

This report was prepared for publication on or about January 1, 1906, but its printing has been seriously delayed by reason of the labor agitation among the compositors.

Respectfully submitted,



Railroad Commissioners.

HARTFORD, December 31, 1905.

APPENDIX.

APPENDIX.

APPEAL OF THE CITY OF WATERBURY FROM THE DOINGS OF THE RAILROAD COMMISSIONERS.	}	SUPREME COURT OF ERRORS, THIRD JUDICIAL DISTRICT, New Haven, June Term, 1905.
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Argued June 14th — Decided July 14th, 1905.

BALDWIN, J. On an application by the Connecticut Railway and Lighting Company (see General Statutes, §3823) the selectmen of Waterbury approved the location of its railway on a highway in that town, subject to certain conditions and modifications. These were that it should (1) remove from the highway the abutments of a through steam railroad bridge over the highway, owned by another company; (2) erect and maintain an electric light under the bridge; (3) build a new, broad, iron bridge to replace a narrow wooden one over a stream crossing the highway; and (4) lay its tracks in conformity with certain grades and lines.

The company thereupon appealed to the board of railroad commissioners (General Statutes, §3832) "from certain portions of said decision, direction, and order of the selectmen," specifying as such portions the conditions marked above as 1, 2, and 3. Pending this appeal, the town and city of Waterbury were consolidated, and the functions of the town in regard to highways passed to the city. The company then asked the city to approve another and temporary location of its tracks under the existing railroad bridge; and the city approved it, on condition that the company should, within a certain time, remove or by legal proceedings compel the removal by the steam railroad company of the bridge abutments; pay half the cost of a new bridge over the stream; and do certain other things.

The railroad commissioners, after due hearing, ordered that the tracks should be laid on the lines approved by the city, and at the grade approved by the selectmen, but held that they had no

power in that proceeding to make any order disposing of the matters particularly specified as grounds of appeal. From this action of the commissioners an appeal was taken to the Superior Court, by which it was disaffirmed and annulled.

The judgment thus pronounced was not erroneous. The appeal from "any decision, denial, direction, or order" of municipal authorities to the railroad commissioners which is given by General Statutes, §3832, is an appeal from the entire decision, denial, direction, or order. The subsequent direction that the petition of appeal "shall state specifically the portion or portions of such decision, denial, direction, or order appealed from and the reasons of such appeal" is calculated to secure fair notice to the appellee of the particular causes of complaint; but that it was not meant to prevent the appeal from taking up the whole proceeding for review is evident from the provision that the commissioners are "to make such orders in reference to the matters affected by the appeal as they may deem equitable." It could not have been the intent of the legislature to allow the company taking such an appeal from an order partly in its favor and partly not, to exclude from consideration by the commissioners, by its method of pleading, everything with which it was not dissatisfied, however clearly that might be connected with the matters which it specifically asked them to review. The commissioners, on any such appeal, have at least as great powers as the municipal authorities originally had, and try all matters in controversy *de novo*. *Hartford v. Hartford Street Ry. Co.*, 75 Conn., 471.

In the case at bar, the commissioners were of opinion that they did not possess such powers with respect to passing upon the particular mode of constructing the railway. The requirements which were made by the selectmen of Waterbury were modifications of the location of the company and of the changes that it proposed to make in the highway, which were germane to the subject-matter before the railroad commissioners. *Central Railway & Electric Company's Appeal*, 67 Conn., 197, 210. The abutments of the through railroad bridge left open for travel a space only thirty feet wide in a highway, which was a main thoroughfare, originally laid out with a width of a hundred and thirty feet. To allow a trolley railway to occupy permanently any part of the road beneath it might seriously inconvenience the public, particularly at night, where the place was not well lighted. To allow the tracks to be laid upon a narrow bridge might have a similar effect.

The statute of 1901 (Public Acts of 1901, p. 1330, Chap. 156) now embodied in the General Statutes, on certain sections of which this decision turns, was designed to broaden, not narrow, the functions of the railroad commissioners. Those bestowed upon them by §3 (General Statutes, §3830), to be exercised according to §4 (General Statutes, §3831) upon written applications by street railroad companies, must be held to belong to them also in proceedings under §5 (General Statutes, §3832), since otherwise they often, as in this instance, could not do equity with regard to the whole subject-matter of the appeal. In the present action they had before them a written application of a street railway company desiring to construct its railway on a highway under the charge of a municipality, to which that municipality had been made a party and been fully heard. It would be doing violence to the spirit if not to the letter of the statute to hold that their powers were lessened by the fact that the application came to them, not in the first instance, but by way of appeal, and that its original purpose was simply to secure the approval of a location. When the municipality attached to its approval of that conditions as to the mode of construction, these became an incident of the proceeding, and it was fully within the powers of the commissioners, after hearing all parties in interest, to affirm, disaffirm, or modify the order appealed from by the trolley company, as they might deem equitable. Their order shows upon its face that they did not think that they possessed this power. In view of this misconception of their functions, it was proper for the Superior Court to annul their order.

It follows that the motion to dismiss the appeal to the Superior Court, and the subsequent demurrer to the reasons filed in its support on the ground that there was no judicial question involved, were properly overruled.

Under the statute giving the right of appeal to the Superior Court, that court had the power in this case to direct the railroad commissioners to proceed to exercise their equitable powers in disposing of the matter in controversy. Such was the legal effect of the judgment rendered.

If the highway along which the trolley company desires to lay its tracks is unlawfully and unnecessarily obstructed by the bridge abutments, action can be directed, if necessary, looking to their removal. If it is not unlawfully or unnecessarily obstructed by them, or if it be thought best to allow a temporary location to be

made between them, as they stand, such order can be made as will prevent the new use of the highway from becoming a source of danger to ordinary travel.

It is assigned for error that the Superior Court could not properly content itself with disannulling the order of the commissioners, but was bound to proceed to make one of its own, in regard to the proper location. The course taken by which the matter was sent back to the commissioners, who had never really exercised their full powers in disposing of the matter in controversy, because they did not know what these powers were, was the proper one.

There is no error.

In this opinion the other judges concurred.

SELDEN W. SPENCER'S APPEAL FROM RAILROAD COMMISSIONERS.

ELLEN P. STOUGHTON'S APPEAL FROM RAILROAD COMMISSIONERS.

* Third Judicial District, New Haven, June Term, 1905.

TORRANCE, C. J., BALDWIN, HAMERSLEY, HALL and PRENTICE, JS.

The provision of General Statutes, §3718, which requires that the decision of the railroad commissioners upon any matter relating to the removal of grade-crossings shall be communicated to the parties within twenty days after the final hearing, is directory only, not mandatory; and therefore a failure by the railroad commissioners to give such notice does not render their decision void.

Under the Constitution of this State, which confides the powers of government to three separate and distinct departments, the legislative, the executive, and the judicial, the General Assembly cannot authorize the courts to exercise powers which are clearly administrative and not incidental to the discharge of any legitimate judicial function.

What is the best method of eliminating a grade-crossing in a given case is an administrative question pure and simple, which cannot constitutionally be made the subject-matter of judicial determination; and therefore General Statutes, §3718, which purports to give jurisdiction of that question to the Superior Court, on appeal from the action of the railroad commissioners, is to that extent null and void.

Argued June 14th — decided October 6th, 1905.

APPEALS from an order of the railroad commissioners abolishing a grade-crossing in the town of East Hartford, taken to and tried by the Superior Court in Hartford County, *George W. Wheeler, J.*; facts found and judgment rendered modifying the plan and order of the railroad commissioners, and appeal by several of the respondents. *Error, and causes remanded for rendition of judgments confirming the order of the railroad commissioners.*

Charles M. Joslyn, for the Hartford Street Railway Company.

William F. Henney, for Ellen P. Stoughton.

Theodore M. Maltbie and *Percy S. Bryant*, for Selden W. Spencer and the Town of East Hartford.

* Transferred from the first judicial district.

Edward D. Robbins, for the New York, N. H. & H. R. Company and the New England R. Company.

PRENTICE, J. Three lines of tracks of the New York, New Haven and Hartford Railroad Company cross at grade the main highway in the village and town of East Hartford. The Hartford Street Railway operates a line of its road along said highway upon both sides of said crossing, but not over it. In 1903 the street railway company, acting under legislative authority, was preparing to carry its tracks over said crossing by means of a trestle. The selectmen thereupon presented their petition to the railroad commissioners for the separation of the grades at the crossing. After due notice and hearing the commissioners issued an order requiring such separation, and prescribing the manner thereof, and the changes to be made in the crossing and in the approaches thereto. The plan contemplated the carrying of the tracks of the steam road over the highway, and involved both the depression of the highway and the elevation of the railroad roadbed. From this order two property-owners interested took appeals to the Superior Court. These are the cases before us.

One of the appeals specifically assigns as a ground for relief, that the order of the commissioners was illegal because not made in conformity to General Statutes, §3718. The illegality relied upon was the alleged failure of the commissioners to communicate their decision to the parties within twenty days after the final hearing. Upon the argument, counsel for both the railroad and railway companies contended that, as the consequence of the same claimed state of facts, the Superior Court was without jurisdiction, since the order appealed from was void.

Upon this preliminary question, which confessedly was a proper one for judicial review, the court rightly held — and it matters not whether it did so as a matter of law or of fact — that the commissioners' order was not void, and that the court was not for that reason without jurisdiction. The provision of § 3718, requiring the commissioners to communicate certain of their decisions to the petitioners, and to all persons to whom notice of hearing has been given, within twenty days after the final hearing, is directory and not mandatory. "It is of course

difficult to lay down a general rule to determine in all cases when the provisions of a statute are merely directory and when mandatory or imperative, but, of all the rules mentioned, the test most satisfactory and conclusive is, whether the prescribed mode of action is of the essence of the thing to be accomplished, or in other words, whether it relates to matter material or immaterial — to matter of convenience or of substance." *Gallup v. Smith*, 59 Conn., 354, 358. See also to the same effect *Colt v. Eves*, 12 Conn., 243. In the determination of a question as to whether or not a provision as to the proceedings of a public officer is of the essence of the thing to be accomplished, the cases agree that significance is to be attached to the nature of the act, and also the language and form in which the provision is couched, as, for instance, whether or not it is, on the one hand, affirmative and such as would naturally be chosen to prescribe directions for an orderly and proper dispatch of business, or, on the other, negative or prohibitive, or expressive of a condition precedent, or appropriate to the creation of a limitation of power. *People v. Allen*, 6 Wend. (N. Y.), 486; *Pond v. Negus*, 3 Mass., 230, 232; *Bladen v. Philadelphia*, 60 Pa. St., 464; *Pearse v. Morrice*, 2 Ad. & El., 84, 96.

If the subject-matter and language of the present statute be examined in the light of these principles, it will be seen that the provision in question is one which relates to the communication to the parties concerned of the results of a hearing; that the language which expresses it is affirmative in its character and such as would naturally be used to secure the prompt and proper dispatch of public business; that neither negative nor prohibitive language appears in the Act, and that there is nothing contained in it which is naturally expressive of an intention to make compliance a condition precedent to action, or to thereby create a limitation of power. We are therefore of the opinion that it is not of the essence of the thing to be accomplished: that it relates to a matter of convenience and not of substance.

The only other questions presented to the court, or considered and determined by it, related to the merits of the plan for the separation of the grades which was adopted and ordered executed by the railroad commissioners, and of other plans adapted

to the same end. The court entered upon an exhaustive investigation of these questions, and, as the result, rendered judgment setting aside the order of the commissioners and directing the abolition of the crossing in accordance with another plan and other specifications original with itself. The present appellants assign this action as error, alleging that in pursuing the course it did the court exceeded its powers.

The broad claim thus stated assumes two forms in the reasons of appeal and argument. It is said that the statutes do not in terms undertake to confer upon the Superior Court upon appeals of this character the powers which were exercised. The claim, however, which is most strenuously urged is, that any legislative attempt to confer such power would be in contravention of the prohibitions of our Constitution. We are of the opinion that the court was right in interpreting the statutes as intending and purporting to confer upon it the authority to do in general what it did. With certain matters of detail which are specially objected to we need not now concern ourselves. There remains to be considered the constitutional question presented.

This question involves the underlying and fundamental one of the limitations which, in our scheme of constitutional government and under our Constitution, are imposed upon the powers which may be exercised through the judicial department. The question is not one new to our deliberations. None other, perhaps has been more frequently before us in recent years, or had a more deliberate consideration and exhaustive discussion. This discussion need not be rehearsed: it is sufficient to recall the conclusions which have been reached and carefully stated and reiterated.

"The incapacity of the legislature to execute a power which is essentially and merely a judicial power, and of the judiciary to execute a power which is essentially and merely a legislative power, . . . are fundamental to the very existence of constitutional government as established in the United States. . .

. . . But no *dicta* of judges, no doubtful or improper legislation can alter the plain fact that in 1818 the people, in the exercise of their sovereignty, granted to the General Assembly then constituted the legislative power, and forbade their exercise of

other than legislative power (unless specially granted); and granted to this court and other courts then constituted the judicial department, the judicial power, and forbade their exercise of other than judicial power. . . . While the necessity and right of each department to use the means requisite to its unfettered operation is clear, it is equally clear that when one department not only uses the means appropriate to another, but uses them for the purpose of executing the functions of that other department, it is not in the exercise of its granted power." *Norwalk Street Ry. Co.'s Appeal*, 69 Conn., 576, 592, 593, 597. "The incapacity of the judicial department, under our Constitution, to exercise functions that are essentially and distinctively executive or legislative, unless as incident to the exercise of some legitimate judicial power, was so deliberately considered and settled in the recent case of *Norfolk Street Ry. Co.'s Appeal*, 69 Conn., 576, and the application of this constitutional prohibition was then so fully discussed, that we deem it unnecessary to say anything further on the subject now.

. . . . It is, however, true that a particular function may be so near the border line of judicial power that its definition calls for subtle distinctions, and its nature depends to an extent on the purpose and manner of its use; and in respect to such a function its long association with judicial action may be decisive of its character, so far at least as to justify its treatment as being, according to circumstances, either within the judicial or executive power. . . . To this extent *Hopson's Appeal* (65 Conn., 140) is affirmed in *Norwalk Street Ry. Co.'s Appeal*, *supra*, where it is held that 'appeals' allowed by various statutes from the action of administrative and legislative boards are not appeals in the sense of a transfer of jurisdiction from one court to another, but that such statutes must be construed as providing a process, under the misleading name of appeal, for invoking the judicial power to determine a legal injury complained of, or the legality of an act done by the officers of another department." *Malmö's Appeal*, 72 Conn., 1, 4, 5, 6. These repeated declarations we have emphasized by saying that the contrary doctrine, which would countenance a union in one department of functions appropriate to two or more depart-

ments, would be subversive of the American idea of constitutional government and a menace to civil liberty. Norwalk Street Ry. Co.'s Appeal, 69 Conn., 576, 585, 594.

These emphatic enunciations of the law render it only necessary to bring the situation in the case at bar to the tests thus furnished.

That the board of railroad commissioners is an administrative one, that the subject-matter of its action in the proceedings appealed from was purely administrative, and that the proceedings before it and its order therein were also administrative, and in no sense judicial, are propositions which need no argument to support them. *State v. New Haven & N. Co.*, 43 Conn., 351; *State ex rel. New York & N. E. R. Co. v. Asylum Street Bridge Commission*, 63 id., 91; *New York, N. H. & H. R. Co. v. Bridgeport Traction Co.*, 65 id., 410.

After having disposed of the preliminary question of jurisdiction already considered, the problem which the Superior Court set itself to solve was precisely that which was before the commissioners. There was no pretense of making it assume any other form, or that judicial questions of any sort were complicated with it. Neither counsel nor court sought by any feats of intellectual jugglery to disguise the patent fact that what the court undertook to do and did was to examine the scheme for the elimination of the crossing ordered by the commissioners, to see if it was the best one, all things considered, which could be devised, and if not, to devise and prescribe the best one. That the court fully recognized this as the true situation is clearly evidenced by the opening sentence of its memorandum of decision as follows:—"The question at issue upon this appeal is confined to the method of abolishing the grade crossing at Main Street," etc., etc.; and the following language with which it concludes: "I am entirely satisfied that in the long run the solution of this grade crossing problem in the manner reached will prove the most satisfactory to the steam railroad and to the street railway, and result in a charge upon them not excessive under the circumstances, and to the general public it will prove the best possible solution that the situation affords." Between these opening and concluding sentences are substantially ten

pages of the printed record, embodying a minute and exhaustive discussion of the merits of the commissioners' plan and of other plans, and of the problem involved in the attempt to abolish the existing grade crossing, in its various aspects — practical, engineering, æsthetic, and financial. This memorandum, and the rest of the record, will be examined in vain for any suggestion of a claim or consideration that the action of the commissioners, aside from the matter already adverted to which entered in no way into the adoption of the plan, was in any respect unauthorized in law, irregular, or informal, or based upon a misconception of the law or of their powers or duty, or that the legal right of anybody had been invaded or threatened. It was not even claimed that there had been an improper distribution of the burden of the cost, or that the action of the commissioners was so unreasonable as to justify judicial interference to set it aside. The case is absolutely barren of every consideration save those of policy and practical expediency as related to the proposed improvement as an engineering enterprise designed to accomplish practical results promotive of the general welfare. It presents no features save such as would arise from a difference of honest opinion among competent men. The court, upon its investigation of the problem, saw fit to disagree with the commissioners as to what was wisest and best, and for that reason and that alone set aside their order and thereupon proceeded to take cognizance of the entire problem as one before it for original action, and to sit, as the commissioners had sat, to investigate and determine upon the method to be employed in the separation of the grades. Clearly the court in what it did was not exercising judicial functions, or functions which approach the border line of judicial power. They were distinctively administrative, and therefore such as it was powerless to exercise, no matter what authority legislation may have sought to confer. There was nothing in the case to justify the court in the exercise of judicial power to set aside the order of the railroad commissioners, much less to enter upon an independent determination of the question as to the method which should be employed in the abolition of the grade crossing.

There is error and the causes are remanded for the rendition of judgments confirming the order of the railroad commissioners.

In this opinion TORRANCE, C. J., HAMERSLEY, and HALL, Js., concurred.

BALDWIN, J. (dissenting). I concur in the foregoing opinion, except so far as it relates to the constitutionality of the statute under which the appeal to the Superior Court was taken.

This proceeding, when pending before the railroad commissioners, was a quasi-judicial one. *Chester v. Connecticut Valley R. Co.*, 41 Conn., 348, 355; *State v. New Haven & N. Co.*, 43 id., 351, 381; *Woodruff v. New York & N. E. R. Co.*, 59 id., 63, 88. A quasi-judicial proceeding may become a judicial one, if transferred by way of appeal or review to a judicial tribunal. *Beard's Appeal*, 64 Conn., 526, 534; *Hopson's Appeal*, 65 id., 140, 146; *Norwalk Street Ry. Co.'s Appeal*, 69 id., 576, 599, 607; *Upshur County v. Rich*, 135 U. S., 467, 477; *People v. Long Island R. Co.*, 134 N. Y., 506, 31 *Northeastern Rep.*, 873. This has been so transferred by express statutory authority. *General Statutes*, §§ 3747, 3718.

There must always be a Superior Court, but it is for the General Assembly to define its powers and jurisdiction. *Const.*, Art. V., § 1. My associates are of opinion that these sections of our *General Statutes* are unconstitutional in so far as they purport to authorize the Superior Court, on an appeal of the nature of that now before us from an order of the railroad commissioners, should it disaffirm their order, to make a new one of its own, settling the questions in controversy on their merits. I agree that it would ordinarily be the preferable course to let the proceeding go back to the railroad commissioners, and leave it to them to frame a proper order, subject to review, in case of need, by another appeal. I do not agree that such is the only course that can be taken. The doctrine laid down in the opinion of the court seems to me opposed to the words and intent of the Constitution; to be the long settled practice of the State; and to repeated decisions of our own. *Hall v. Meriden*, 48 Conn., 416, 427; *Gravel Hill School District v. Old Farm School District*,

55 id., 244, 246; Westbrook's Appeal, 57 id., 95, 104; Fairfield's Appeal, *ibid.*, 167, 172; Beard's Appeal, 64 id., 526; Hopson's Appeal, 65 id., 140, 146; Ives v. Goshen, *ibid.*, 456, 459; Central Ry. & Elec. Co.'s Appeal, 67 id., 197, 211; New Haven Steam Saw Mill Co. v. New Haven, 72 id., 276; Fair Haven & W. R. Co. v. New Haven, 74 id., 102, 105; Malmo's Appeal, 72 id., 1, 5; New York, N. H. & H. R. Co.'s Appeal, 75 id., 264, 266.

The vital point in Norwalk Street Ry. Co.'s Appeal, 69 Conn., 576, 600, was the want of any action on the part of the municipality on which an appeal could be founded, so that the Superior Court was in effect asked to take original cognizance of the matter (p. 603). The validity of the statute on which the present proceeding is taken was not questioned, but, on the contrary, was assumed (p. 611).

For these reasons, and others indicated in my opinions filed in Norwalk Street Ry. Co.'s Appeal, 69 Conn., 576, 603; Bradley v. New Haven, 73 id., 646, 651; and Moynihan's Appeal, 75 id., 358, 366, I dissent from the opinion of the court.

It would have seemed to me a better course for the Superior Court, on disaffirming the order appealed from, to go no farther, but let the cause go back for a more equitable disposition by the railroad commissioners. Waterbury's Appeal, 78 Conn., 222. But in my view, this was a question to be decided according to the best discretion of the trial court, and if it thought proper to proceed to frame an order of its own, to do so was within its right.



GRADE CROSSINGS.

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

Towns.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since rail-road was built.	For access to stations.	Trespass crossings.
Andover,	8	...	2	6	...	...	...	...	...	...
Ansonia,	8	1	...	2	1	...	...	...	...	...
Avon,	8	...	1	7	...	...	...	...	...	...
Barkhamsted,	5	...	...	5	...	...	...	...	...	...
Beacon Falls,	4	...	1	8	...	...	...	...	...	1
Berlin,	10	8	1	6	...	...	...	...	...	...
Bethel,	17	...	2	15	2	...	...	1	...	...
Bloomfield,	12	...	...	12	...	...	...	...	...	...
Bolton,	5	2	...	8	...	1	...	...	...	...
Branford,	11	5	6	...	...	...	...	2	...	...
Brookfield,	17	1	1	15	...	...	...	...	...	1
Bridgeport,	32	1	25	6	2	1	...	20	1	11
Bristol,	18	2	8	18	1	1	1	2	...	...
Burlington,	2	...	1	1	...	...	...	...	...	...
Canton,	16	2	...	14	...	...	2	...	...	...
Canaan,	8	...	1	7	...	...	...	1	1	1
Canterbury,	2	...	...	2	...	...	...	...	...	...
Chaplin,	1	...	1	...	...	...	...	...	...	...
Chatham,	7	1	2	4	...	...	1	...	...	...
Chester,	4	...	...	4	...	...	...	...	...	...
Cheshire,	22	8	8	11	...	...	...	...	...	...
Clinton,	6	1	8	2	...	...	1	...	...	...
Colchester,	6	...	1	5	...	...	...	...	...	...
Columbia,	2	...	...	2	...	...	...	...	...	...
Cornwall,	17	1	...	16	...	...	1	2	1	1
Coventry,	4	...	...	4	...	...	...	...	...	...
Cromwell,	12	1	2	9	...	...	...	...	...	1
Danbury,	22	2	4	16	8	2	...	...	2	8
Darien,	7	2	8	2	...	...	...	...	...	...
Derby,	10	8	...	7	2	1	...	...	...	7
Durham,	1	...	1	...	...	...	...	...	...	...
East Haven,	2	2	...	...	...	...	...	...	...	...
East Hartford,	8	...	...	8	...	1	...	...	...	...
East Lyme,	2	...	2	...	...	...	...	...	...	...
East Windsor,	10	...	...	10	...	...	...	...	...	...
Ellington,	5	...	1	4	...	...	...	...	...	...
Enfield,	12	1	1	10	...	...	...	1	...	8
Essex,	6	...	...	6	...	...	...	...	...	...
Fairfield,	12	4	8	...	...	...	...	...	...	...
Farmington,	12	...	1	11	...	...	...	...	...	...
Franklin,	4	...	...	4	...	...	...	...	...	...
Granby,	5	...	...	5	...	...	...	...	...	...
Greenwich,	12	8	9	...	...	...	...	1	...	...
Griswold,	5	...	...	5	1	...	...	...	...	1
Groton,	17	4	8	5	...	1	1	1	...	1
Guilford,	5	2	1	2	...	...	1	...	...	...
Haddam,	7	1	...	6	...	...	...	...	...	...
Hampton,	9	8	...	6	...	...	...	1	...	...
Hamden,	14	8	5	6	...	...	...	...	4	4
Hartford,	50	10	15	25	16	8	...	6	...	8
Hebron,	7	...	...	7	...	...	...	...	...	...
Huntington,	2	1	...	1	...	...	...	...	...	...
Totals carried over,	505	65	120	320	28	11	8	38	9	38

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Houston R. R.	M., M. & W. R. R.	Newark R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y. N. H. & H. R. R.	N. Y. P. & E. R. R.	Nor. & W. R. R.	S., L. & N. R. R.	Shore Line Ry.	South Manches- ter R. R.	Total.
										6							6
							2										2
				5		8		7									7
	15										6						5
																	8
																	6
										8							15
																	12
																	8
																	15
																	6
																	18
																	1
																	14
																	7
																	2
4																	
																	4
																	4
																	11
																	2
5																	5
1																	2
																	16
																	4
																	9
																	16
																	2
																	7
																	8
																	10
																	4
																	10
																	6
																	11
																	4
																	5
																	5
																	5
																	2
																	6
																	6
																	6
																	25
7																	7
																	1
17	19	25	30	44	4	10	2	48	6	84	22	5	5	....	4	....	320

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH RAILROAD

Towns.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since rail- road was built.	For access to stations.	Treapase crossings.
Totals brought over,.....	505	65	120	320	28	11	8	38	9	38
Kent,.....	10	2	...	8	...	...	...	1	1	...
Killingly,.....	9	1	1	7	2	...	...	...	...	2
Lebanon,.....	5	2	...	3	...	...	...	...	...	...
Ledyard,.....	1	1	...	...	...	...	...	...	...	...
Litchfield,.....	16	1	...	15	...	...	...	1	...	2
Lisbon,.....	5	1	2	2	...	...	...	...	...	...
Madison,.....	6	3	3	...	...	...	...	...	...	...
Manchester,.....	18	1	3	9	...	1	...	2	...	...
Mansfield,.....	9	1	...	8	...	...	...	...	...	...
Meriden,.....	28	8	6	14	9	...	...	5	...	...
Middlebury,.....	8	...	1	2	...	...	...	...	...	...
Middlefield,.....	8	1	1	6	...	...	...	...	...	...
Middletown,.....	41	10	5	26	4	1	7	...	...	1
Milford,.....	17	6	8	3	...	...	...	...	...	1
Montville,.....	3	...	...	3	...	...	...	...	...	...
Monroe,.....	10	...	4	6	...	...	...	...	1	1
Morris,.....	4	...	...	4	...	...	...	1	...	...
Naugatuck,.....	9	1	2	6	3	1	...	...	...	...
New Britain,.....	24	2	1	21	18	1	1	...	...	...
New Canaan,.....	4	1	...	3	...	...	...	1	...	...
Newington,.....	9	1	1	7	2	...	1	1	...	2
New Haven,.....	56	39	4	18	4	6	1	7	...	9
New Hartford,.....	11	...	3	8	...	...	1	...	...	...
New London,.....	15	2	5	8	6	1	...	...	...	8
New Milford,.....	24	...	1	23	1	...	...	2	...	...
Newtown,.....	45	2	2	41	...	...	...	2	1	1
Norfolk,.....	8	3	3	3	...	...	...	...	...	...
North Canaan,.....	15	...	1	14	1	...	...	1	1	1
North Haven,.....	7	1	1	5	...	1	...	1	...	1
Norwalk,.....	81	8	12	16	2	...	...	...	8	7
Norwich,.....	15	7	1	7	...	2	1	...	2	2
Old Lyme,.....	6	8	3	...	...	...	...	...	...	...
Old Saybrook,.....	12	3	1	8	1	1	2	...	...	...
Orange,.....	25	4	18	8	...	...	...	1	...	2
Oxford,.....	7	2	...	5	...	...	...	...	...	...
Pomfret,.....	9	3	1	5	...	...	1	...	...	...
Portland,.....	11	1	4	6	...	...	...	...	...	...
Plainfield,.....	24	1	...	23	...	...	4	...	...	2
Plainville,.....	6	1	...	5	1	2	...	...	...	2
Plymouth,.....	9	4	...	5	...	...	...	1	...	...
Prospect,.....	2	1	1	...	...	...	...	...	...	...
Putnam,.....	16	4	5	7	4	...	1	...	...	...
Redding,.....	10	...	2	8	...	...	...	...	...	...
Ridgefield,.....	10	...	...	10	...	...	...	...	...	...
Rocky Hill,.....	8	...	...	3	...	...	...	...	...	...
Roxbury,.....	5	...	...	5	...	...	...	...	...	...
Salisbury,.....	12	1	2	9	...	...	3	...	...	...
Saybrook,.....	3	...	...	3	...	...	...	...	...	...
Seymour,.....	5	1	...	4	2	1	...	...	...	...
Total carried over,.....	1,141	194	222	725	83	29	31	65	18	31

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

Towns.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Total brought over,	1,141	194	222	725	88	29	81	65	18	81
Almebury,	17	1	2	14	....	1	....	....	....	....
Southbury,	12	1	6	5	....	....	....	1	....	....
Southington,	17	....	....	17	2	....	....	3	1	2
South Windsor,	10	....	....	10	....	....	....	....	....	....
Sprague,	4	....	....	4	....	....	....	....	....	....
Stafford,	8	....	1	7	....	....	....	....	....	2
Stamford,	12	3	6	3	....	....	....	2	....	....
Sterling,	5	....	....	5	....	....	2	....	....	....
Stonington,	14	2	1	11	7	2	....	2	....	2
Stratford,	6	1	5	....	....	....	....	2	....	....
Suffield,	8	....	2	6	....	....	....	....	....	....
Tolland,	1	....	....	1	....	....	....	....	....	....
Torrington,	10	1	1	8	2	....	....	....	....	2
Thomaston,	3	....	....	3	1	....	....	....	....	1
Thompson,	24	4	8	17	....	....	1	1	1	3
Trumbull,	6	....	....	6	....	....	....	....	....	1
Vernon,	16	....	6	10	....	1	....	....	....	....
Wallingford,	20	2	2	16	8	....	....	....	....	....
Washington,	13	....	....	13	....	....	....	2	....	1
Waterbury,	27	6	8	18	3	2	....	....	....	6
Waterford,	5	1	2	2	....	....	1	....	....	....
Watertown,	5	....	3	2	....	....	....	....	....	....
Westbrook,	4	3	1	....	....	....	....	....	....	....
West Hartford,	4	....	1	3	....	....	....	....	....	1
Westport,	10	6	4	....	....	....	....	....	....	....
Wethersfield,	8	....	....	8	1	....	....	....	....	....
Windsor,	12	....	1	11	....	2	....	....	....	....
Windsor Locks,	3	....	....	3	....	....	....	....	....	....
Windham,	22	2	8	17	3	3	1	....	1	4
Wilton,	16	1	....	15	....	....	....	....	....	1
Willington,	5	....	....	5	....	....	....	1	....	....
Winchester,	13	1	4	8	2	1	....	....	....	....
Total,	1,481	229	284	968	107	41	86	79	21	107

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. E. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M. & M. & W. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y. N. H. & H. R. R.	N. Y. P. & B. R. R.	Nor. & Worcester R. R.	S. L. & N. R. R.	Shore Line Ry.	South Manches- ter R. R.	Total.
39	58	54	55	107	18	80	10	57	28	153	54	11	31	21	6	8	725
			7					7			4			1			14
								17									5
											10						17
											4						10
									7								4
												8					7
											5						8
												11					5
											6						11
									1								6
						8											1
						3											8
											10						8
				6							10						17
													7				6
	7										9						10
						6											16
											7			13			18
									1						1		18
						2											2
											2	1					2
																	8
		8															8
											11						11
											8						8
	1								6	10							17
	15								5								15
			7			1											5
																	8
47	73	62	69	118	13	51	10	81	43	215	87	22	38	35	7	3	968

The crossings reported on the N. Y., N. H. & H. R. R. include those on the Stamford & New Canaan R. R., and the Middletown, New Britain, and Suffield branches.

The N. E. R. R. includes the Connecticut Central Railroad.

The Naugatuck R. R. includes the Watertown & Waterbury R. R.

The B. & N. Y. A. L. R. R. includes the Colchester Branch.

The above tables are based upon reports originally made in 1888, and corrected by the railroad companies up to date of this report.

STATISTICAL TABLES.

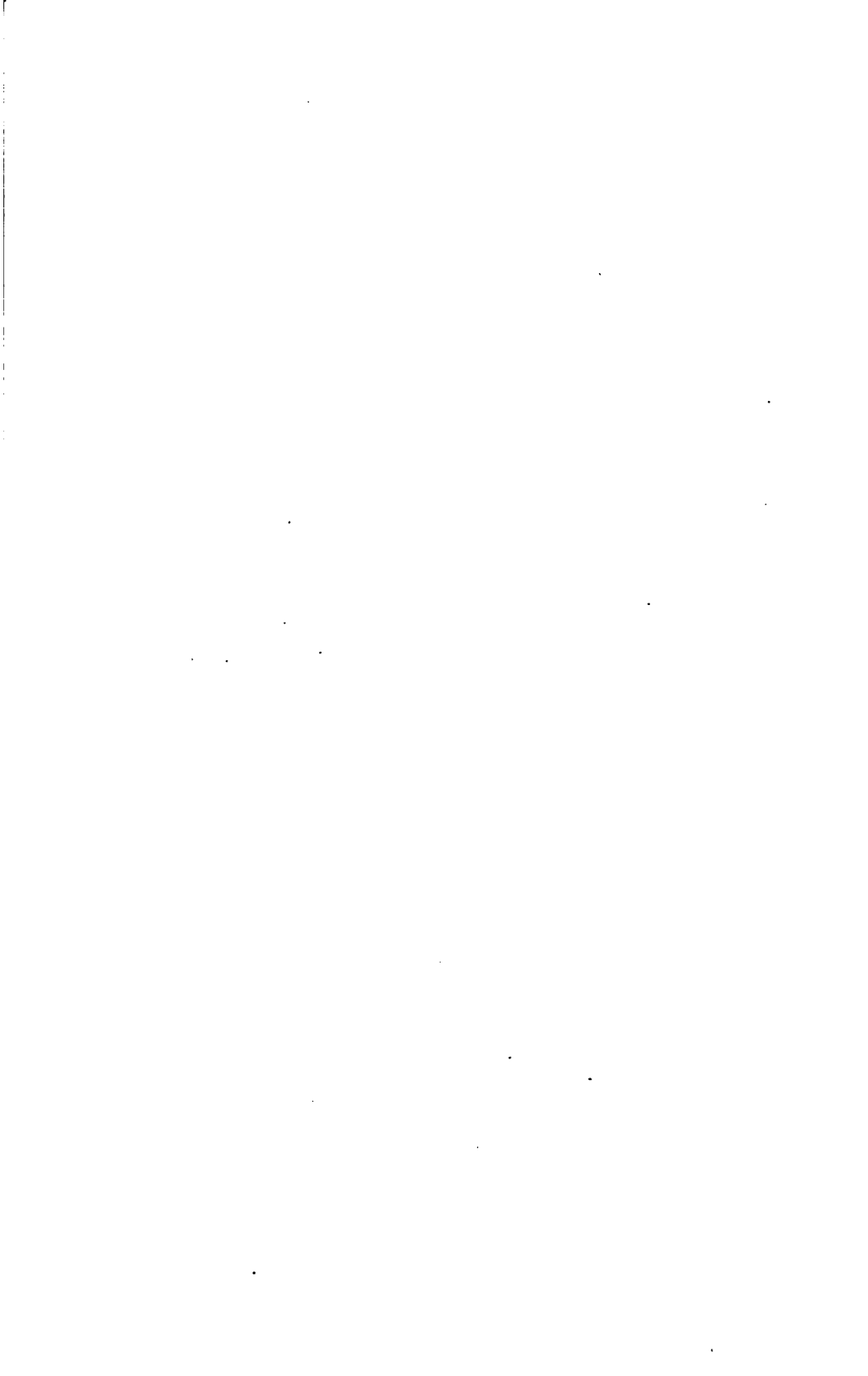


TABLE I.

Number.	Names of Roads and Branches. [Branches in <i>Italics</i> .]	3		4		5		6		7		8		9		10	
		Chartered.	Opened for use.	From	To	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.
1	Boston & New York Air Line, ¹	1875	1870-73	New Haven, Ct.	Williamantic, Ct.	52.36	52.36	5.28	5.28	...	...	...	...	16.34	16.34	73.83	73.83
2	Central New England, -	1892	1892	Campbell Hall, N. Y.	Silverville, N. Y.	26.58	...	...	...	...	...	...	...	6.15	...	32.68	...
3	Dutchess County R. R., -	1892	1892	Hopewell Jct., N. Y.	Poughkeepsie, N. Y.	12.40	...	...	...	...	...	...	...	1.96	...	14.36	...
4	Colchester, -	1876	1877	Turnerville, Ct.	Colchester, Ct.	3.59	3.59	...	...	...	...	...	...	1.08	1.03	4.62	4.63
5	Danbury & Norwalk, ² -	1856	1856	Danbury, Ct.	Wilson's Point, Ct.	26.28	26.28	...	...	...	...	...	...	20.26	20.26	46.54	46.54
6	Ridgfield Branch, Haverhill Branch,	1881	1881	Branchville, Ct.	Ridgfield, Ct.	3.97	3.97	...	...	...	...	...	...	.46	.46	4.43	4.43
7	Hartford & Connecticut Western, ³	1871	1871	Bethel, Ct.	Hartford, Ct.	5.95	5.95	...	...	...	...	...	...	.79	.79	6.74	6.74
8	Springfield Branch, Middletown, Meriden & Waterbury, Naugatuck, -	1882	1885	Tariffville, Ct.	Rhincliff, N. Y.	109.75	87.25	...	...	...	...	...	...	23.38	19.11	133.08	86.36
9	Watertown Branch, New England, Main Line, ⁴ -	1845	1849	Watertown, Ct.	Watertown, Ct.	14.31	10.01	...	...	...	...	...	...	.87	.41	15.08	10.42
10	...	1873	1895	Westfield, Ct.	Waterbury, Ct.	26.00	26.00	...	...	...	...	...	...	5.30	5.30	31.30	31.30
11	...	...	...	Naugatuck, Ct.	Winsted, Ct.	56.55	56.55	13.70	13.70	...	...	...	...	35.16	35.16	105.43	105.43
12	...	...	...	Waterbury, Ct.	Hopewell Junc., N. Y.	4.44	4.44	...	...	...	...	...	...	.67	.67	5.11	5.11
13	...	...	...	Boston, Mass.	Fishkill Landing, "	213.56	194.17	118.96	64.73	...	...	...	...	153.63	71.41	496.13	270.31
14	...	...	...	Worcester, Mass.	So. Boston Frt. Br.	1.90	...	...	...	...	...	...	...	10.75	...	13.55	...
15	...	...	...	Newton, Mass.	Dedham, Mass.	1.04	...	1.04	...	...	...	...	...	7.49	...	2.08	...
16	...	...	...	Dedham, Mass.	Willimantic, Ct.	28.67	...	...	...	...	...	...	...	2.61	...	2.61	...
17	...	...	...	Willimantic, Ct.	Southbridge, Mass.	1.53	...	...	...	...	...	...	...	1.09	...	2.11	...
18	...	...	...	Southbridge, Mass.	Springfield, Mass.	2.00	...	1.37	...	...	...	...	...	...	...	...	...
19	...	...	...	Springfield, Mass.	W. St., Rockville, Ct.	57.76	31.96	...	...	...	...	...	...	22.85	6.19	81.88	40.15
20	...	...	...	W. St., Rockville, Ct.	Derby Junc., Ct.	17.86	6.35	...	...	...	...	...	...	3.59	.51	81.88	6.86
21	...	...	...	Derby, Ct.	Huntington, Ct.	30.17	30.17	...	...	...	...	...	...	7.31	2.94	33.08	23.11
22	...	...	...	Huntington, Ct.	Shelburne Jc., Me.	7.23	7.23	...	...	...	...	...	...	3.1	.31	7.53	7.53
23	...	...	...	Shelburne Jc., Me.	New Hartford, Ct.	10.76	10.76	...	...	...	...	...	...	7.81	3.10	18.57	18.57
24	...	...	...	New Hartford, Ct.	Williamsburgh, Ms.	34.64	31.26	...	...	...	...	...	...	47.76	33.53	145.40	74.79
25	...	...	...	Williamsburgh, Ms.	Turner's Falls, Ms.	14.09	14.09	...	...	...	...	...	...	3.80	3.80	37.89	17.89
26	...	...	...	Turner's Falls, Ms.	Westfield, Mass.	7.51	...	...	...	...	...	...	...	3.28	...	9.79	...
27	...	...	...	Westfield, Mass.	Brattleboro, Vt.	10.07	...	...	...	...	...	...	...	3.69	...	13.76	...
28	...	...	...	Brattleboro, Vt.	with N. L. N. R. R.	10.32	56.10	...	...	...	...	...	...	15.32	35.30	36.65	81.30
29	...	...	...	with N. L. N. R. R.	Pascoag, R. I.	121.00	53.14	...	...	...	...	...	...	42.90	34.92	163.90	81.30
30	...	...	...	Pascoag, R. I.	Douglas Jc., Mass.	70.97	53.14	...	...	...	...	...	...	36.45	37	107.43	73.06
31	...	...	...	Douglas Jc., Mass.	Hartsville, R. I.	63	...	...	...	...	...	...	...	1.69	...	37	...
32	...	...	...	Hartsville, R. I.	Ashland, Mass.	13.59	...	...	...	...	...	...	...	4.80	...	18.39	...
33	...	...	...	Ashland, Mass.	Bellingham, Mass.	6.94	...	...	...	...	...	...	...	1.13	...	8.14	...
34	...	...	...	Bellingham, Mass.	Franklin, Mass.	9.45	...	...	...	...	...	...	...	3.20	...	10.88	...
35	...	...	...	Franklin, Mass.	Rockville, Ct.	13.18	...	...	...	...	...	...	...	3.20	...	13.38	...
36	...	...	...	Rockville, Ct.	Verplan, Ct.	4.03	...	...	...	...	...	...	...	1.30	...	5.33	...
37	...	...	...	Verplan, Ct.	...	4.43	...	...	...	...	...	...	...	1.30	...	5.73	...

TABLE I.—CONCLUDED.

Number.	NAMES OF ROADS AND BRANCHES. [Branches in <i>Italics</i> .]	Chartered.	Opened for use.	4		5		6		7		8		9		10	
				From	To	Total	In Conn.	Total	In Conn.	Total	In Conn.	Total	In Conn.	Total	In Conn.	Total	In Conn.
13	Central New England R. R. New York, New Haven & Hartford,*	1871	1839-70	Poughkeepsie, Jc. N.Y.	Campbell Hall, N. Y.	31.07	115.79	3.60	173.77	115.79	55.39	43.44	55.32	43.44	19.17	53.64	457.94
				Woodlawn Junc. N.Y.	Providence, R. I.	173.77	64.22	60.17	54.22	173.77	55.39	43.44	55.32	43.44	19.17	617.54	191.60
				New Haven, Ct.	Springfield, Mass.	60.17	7.66	60.17	54.22	60.17	55.39	43.44	55.32	43.44	19.17	311.86	8.68
				Stamford, Ct.	New Canaan, Ct.	74.97	7.66	74.97	7.66	74.97	55.39	43.44	55.32	43.44	19.17	96.59	94.59
				Bridgeport, Ct.	Mass. State Line	9.79	9.79	9.79	9.79	9.79	55.39	43.44	55.32	43.44	19.17	14.06	14.06
				Boston, Ct.	Huntington, Ct.	5.96	5.96	5.96	5.96	5.96	55.39	43.44	55.32	43.44	19.17	6.03	6.03
				Brookfield Jc., Ct.	Danbury, Ct.	23.28	23.28	23.28	23.28	23.28	55.39	43.44	55.32	43.44	19.17	35.69	35.69
				Hawleyville, Ct.	Litchfield, Ct.	1.66	1.66	1.66	1.66	1.66	55.39	43.44	55.32	43.44	19.17	1.66	1.66
				U. Dep. New Haven.	N.H. & D. R.R., N. H.	9.70	9.70	9.70	9.70	9.70	55.39	43.44	55.32	43.44	19.17	15.42	15.42
				Berlin, Ct.	Middletown, Ct.	3.18	3.18	3.18	3.18	3.18	55.39	43.44	55.32	43.44	19.17	15.05	15.05
				Windsor Locks, Ct.	New Britain, Ct.	4.32	4.32	4.32	4.32	4.32	55.39	43.44	55.32	43.44	19.17	5.49	5.49
				Hartford, Ct.	Suffield, Ct.	46.30	46.30	46.30	46.30	46.30	55.39	43.44	55.32	43.44	19.17	56.93	56.93
				Loop at Stonington	Fennick, Ct.	97.	97.	97.	97.	97.	55.39	43.44	55.32	43.44	19.17	97.	97.
				Auburn, R. I.	Pontiac, R. I.	4.69	4.69	4.69	4.69	4.69	55.39	43.44	55.32	43.44	19.17	5.08	5.08
				Harlem River, N. Y.	Henderson St., Pro.	3.58	3.58	3.58	3.58	3.58	55.39	43.44	55.32	43.44	19.17	6.13	6.13
				Conn. State Line.	New Rochelle, N. Y.	11.50	11.50	11.50	11.50	11.50	55.39	43.44	55.32	43.44	19.17	101.90	101.90
				W. St. Kbridge, Ma.	W. St. Kbridge, Ma.	20.53	20.53	20.53	20.53	20.53	55.39	43.44	55.32	43.44	19.17	96.88	96.88
				Van D's'le Jc., Ma.	Pittsfield, Mass.	2.64	2.64	2.64	2.64	2.64	55.39	43.44	55.32	43.44	19.17	3.65	3.65
				Providence, R. I.	Worcester, Mass.	22.02	22.02	22.02	22.02	22.02	55.39	43.44	55.32	43.44	19.17	83.82	83.82
				Valley Falls, R. I.	E. Providence, R. I.	40.90	40.90	39.88	39.88	39.88	55.39	43.44	55.32	43.44	19.17	148.99	148.99
				Pontiac, R. I.	Hope, R. I.	7.00	7.00	6.60	6.60	6.60	55.39	43.44	55.32	43.44	19.17	52.02	52.02
				Boston, Mass.	Newport, R. I.	6.67	6.67	6.67	6.67	6.67	55.39	43.44	55.32	43.44	19.17	7.12	7.12
				Mayflower Park, Ms.	Somerset Jc., Mass.	67.60	67.60	46.83	46.83	46.83	55.39	43.44	55.32	43.44	19.17	186.60	186.60
				Middleboro, Mass.	Provincetown, Ma.	36.31	36.31	21.44	21.44	21.44	55.39	43.44	55.32	43.44	19.17	95.86	95.86
				Raynham, Mass.	Whittenton Jc., Ms.	85.66	85.66	19.72	19.72	19.72	55.39	43.44	55.32	43.44	19.17	117.97	117.97
				Brantree, Mass.	Kingston, Mass.	3.38	3.38	3.38	3.38	3.38	55.39	43.44	55.32	43.44	19.17	7.48	7.48
				So. Brantree, Mass.	Plymouth, Mass.	32.34	32.34	8.41	8.41	8.41	55.39	43.44	55.32	43.44	19.17	7.94	7.94
				Framingham, Mass.	Attapau, Mass.	33.12	33.12	4.38	4.38	4.38	55.39	43.44	55.32	43.44	19.17	48.00	48.00
				New Bedford, Mass.	Fitchburg, Mass.	33.12	33.12	4.38	4.38	4.38	55.39	43.44	55.32	43.44	19.17	41.48	41.48
				Neponset, Mass.	Stoughton, Mass.	91.25	91.25	54.04	54.04	54.04	55.39	43.44	55.32	43.44	19.17	212.28	212.28
				Stoughton Br. Jc. Ms.	Shawmut & Mill Jc.	1.66	1.66	1.66	1.66	1.66	55.39	43.44	55.32	43.44	19.17	2.91	2.91
				Harrison Sq., Mass.	Bridge & W. R'n Wks.	2.39	2.39	2.39	2.39	2.39	55.39	43.44	55.32	43.44	19.17	2.91	2.91
				Waltham, Mass.	Westdale, Mass.	6.12	6.12	6.12	6.12	6.12	55.39	43.44	55.32	43.44	19.17	7.28	7.28
				Elmwood, Mass.	Brantree, Mass.	7.15	7.15	7.15	7.15	7.15	55.39	43.44	55.32	43.44	19.17	8.38	8.38
				Atlantic, Mass.	Weymouth, Mass.	5.41	5.41	5.41	5.41	5.41	55.39	43.44	55.32	43.44	19.17	6.13	6.13
				Yarmouth, Mass.	Weymouth, Mass.	5.41	5.41	5.41	5.41	5.41	55.39	43.44	55.32	43.44	19.17	6.13	6.13
				Buzzard's Bay, Mass.	Weymouth, Mass.	17.74	17.74	17.74	17.74	17.74	55.39	43.44	55.32	43.44	19.17	31.08	31.08
				Tremont, Mass.	Fairhaven, Mass.	15.17	15.17	15.17	15.17	15.17	55.39	43.44	55.32	43.44	19.17	16.51	16.51
				N. Adams, Mass.	Ware, Mass.	7.86	7.86	7.86	7.86	7.86	55.39	43.44	55.32	43.44	19.17	10.63	10.63
				Madell, Mass.	Easton, Mass.	7.56	7.56	7.56	7.56	7.56	55.39	43.44	55.32	43.44	19.17	8.60	8.60
				Ext. to Fy. & M. R. R.	Middleboro, Mass.	4.51	4.51	4.51	4.51	4.51	55.39	43.44	55.32	43.44	19.17	6.60	6.60

*Harlem River & Fortchester,
 Berkshires Branch,
 West Stockbridge Branch,
 Stockbridge & Pittsfield,
 Providence & Worcester,
 East Providence Branch,
 Pawtucket Valley,
 Old Colony Main Line.*

[illegible]

1 Road commenced operations in 1870, under the charter granted to the New Haven, Middletown & Willimantic R. R. Company in 1867.

² Original charter granted to the Fairfield County R. R. Company in 1835, renewed in 1846, and name changed to D. & N. R. R. Company in 1850.

² Successor to the Connecticut Western R. R. Company, chartered in 1868.

4 From Boston, Mass., to Putnam, Conn., 1855; from Putnam, Conn., to Willimantic, Conn., 1879; from Willimantic, Conn., to Hartford, Conn., 1849; from Hartford, Conn., to Bristol, Conn., 1860; from Bristol, Conn., to Waterbury, Conn., 1880; from Waterbury, Conn., to Flakell-on-Hudson, N. Y., 1881; from Providence, R. I., to Willimantic, Conn., 1854; from East Thompson, Conn., to Southbridge, Mass., 1867; from Cook Street, Mass., to Woonsocket, R. I., 1893; Mass. State line to East Hartford, Conn., 1878.

Palmer R. R. Company, a New London, William R. R. Company was incorporated in 1847. In 1848, that Company and the New London, Willimantic & Palmer R. R. Company, the mortgage of which having been foreclosed, the holders of mortgage bonds were incorporated as the N. L., N. R. R. Company in 1859.

mortgage of which having been foreclosed, the holders of the mortgage bonds were incorporated as the N. N. R. R. Company in 1889.
 * Hartford & New Haven R. R. Company incorporated in 1833; Hartford & Springfield R. R. Company in 1836; and privileges of its charter conferred on H. & N. H. R. R. Company in 1842.
 † Unfinished. Pronounced line 30.45 miles, of which 23.10 are in Connecticut.

7 Unfinished. Proposed line 30.45 miles, of which 23.10 are in Connecticut.

TABLE II.—CAPITAL STOCK.

Number.	RAILROADS.	11 Total Amount Authorized.	12 Issued for Cash.	13 Issued for Bonds.	14 Issued for Stock of other Corporations.	15 Issued for undivided Earnings.	16 Issued for increased Valuation.
1	Boston & New York Air Line.	\$4,000,000.00	.....	\$3,998,500.00	.....	.....	.....
2	Central New England.	6,600,000.00	.....	.....	.....	.....	.....
3	Colchester.	50,000.00	\$25,000.00	.....	.....	.....	.....
4	Danbury & Norwalk.	1,000,000.00	338,416.25	.....	.....	\$101,583.75	\$160,000.00
5	Hartford & Connecticut Western.	3,000,000.00	.....	1,914,000.00	.....	.....	.....
6	Middletown, Meriden & Waterbury.	100,000.00	.....	.....	.....	.....	.....
7	Naugatuck.	2,000,000.00	397,696.00	273,000.00	.....	142,700.00	448,825.00
8	New England.	25,000,000.00	.....	.....	.....	.....	.....
9	New Haven & Derby.	700,000.00	447,000.00	.....	.....	.....	.....
10	New Haven & Northampton.	5,000,000.00	1,882,000.00	.....	.....	.....	.....
11	New London & Northern.	2,000,000.00	840,673.33	1,102,660.00	\$56,666.67	.....	.....
12	Norwich & Worcester.	3,881,600.00	6,600.00	.....	128,900.00	.....	.....
13	New York, New Haven & Hartford.	100,000,000.00	24,358,600.00	705,000.00	38,724,500.00	.....	.....
14	Ridgefield & New York.	1,250,000.00	215,400.00	.....	.....	.....	.....
15	Rockville.	160,000.00	108,750.00	.....	.....	.....	.....
16	South Manchester.	40,000.00	40,000.00	.....	.....	.....	.....
	Total.	\$154,731,800.00	\$38,160,135.58	\$6,998,160.00	\$38,910,066.67	\$244,283.75	\$608,825.00

TABLE III.—CAPITAL STOCK.

Number.	RAILROADS.	17 Otherwise issued.	18 Total amount issued.	19 Total issued per last report.	20 Issued per mile of road.	21 Amount held in Connecticut.	22 Amount same per last report.	23 Stockholders in Connecticut.	24 Number of share per last report.
1	Boston & New York Air Line,...	\$909,468.88	\$3,907,968.88	\$3,907,968.88	\$74,779.00	\$3,419,700.00	\$3,405,200.00	414	407
2	Central New England,.....	6,600,000.00	6,600,000.00	6,600,000.00	114,588.00	2,676,500.00	2,852,900.00	28	17
3	Colchester,.....	.....	25,000.00	25,000.00	6,964.00	25,000.00	25,000.00	1	1
4	Danbury & Norwalk,.....	.....	600,000.00	600,000.00	16,575.00	595,475.00	595,475.00	8	72
5	Hartford & Conn. Western,....	800,000.00	2,714,000.00	2,714,000.00	21,894.69	791,600.00	788,600.00	459	469
6	Middletown, Meriden & W'bury,	100,000.00	100,000.00	100,000.00	3,846.00	100,000.00	100,000.00	9	9
7	Naugatuck,.....	737,779.00	2,000,000.00	2,000,000.00	32,792.00	1,734,700.00	1,788,500.00	388	843
8	New England,.....	25,000,000.00	25,000,000.00	25,000,000.00	69,589.00	24,924,800.00	24,889,700.00	8	9
9	New Haven & Derby,.....	.....	447,000.00	447,000.00	30,722.00	446,600.00	446,600.00	1	20
10	New Haven & Northampton,...	578,000.00	2,460,000.00	2,460,000.00	19,475.98	2,460,000.00	2,460,000.00	1	1
11	New London Northern,.....	.....	1,500,000.00	1,500,000.00	12,898.69	520,100.00	510,500.00	182	128
12	N. Y., New Haven, & Hartford,	16,211,900.00	80,000,000.00	80,000,000.00	182,523.00	18,520,800.00	20,418,200.00	3,020	8,068
13	Norwich & Worcester,.....	2,871,100.00	8,006,600.00	8,006,600.00	41,991.00	62,200.00	56,800.00	29	30
14	Ridgfield & New York,.....	46,400.00	261,800.00	261,800.00	8,597.69	200,350.00	197,150.00	51	45
15	Rockville,.....	.....	108,750.00	108,750.00	24,543.58	108,750.00	108,750.00	6	6
16	South Manchester,.....	.....	40,000.00	40,000.00	17,777.77	40,000.00	40,000.00	9	9
	Total,.....	\$53,854,647.38	\$128,771,118.88	\$128,771,118.88	\$94,234.04	\$56,826,575.00	\$58,537,775.00	4,509	4,628

TABLE IV.—DEBT.

Number.	RAILROADS.	25 FUNDED DEBT.		26 CURRENT LIABILITIES.		27 Total debt.	28 Total per last report.	29 Funded debt per mile of road.	30 Total stock and debt.
		Total.	Total per last report.	Total.	Total per last report.				
1	Boston & N. Y. Air L.,	\$500,000.00	\$500,000.00	\$491.56	\$491.56	\$500,491.56	\$500,491.56	\$9,567.00	\$4,408,469.94
2	Central New England,	8,310,000.00	8,310,000.00	191,194.95	125,896.28	8,501,194.95	8,485,896.28	144,271.00	15,101,194.95
3	Colchester.....	25,000.00	25,000.00	.....	.....	25,000.00	25,000.00	6,964.00	50,000.00
4	Danbury & Norwalk,	650,000.00	650,000.00	630,894.77	875,848.72	1,280,894.77	1,025,848.72	17,956.00	1,890,894.77
5	Hartford & Conn. W.,	700,000.00	700,000.00	446,636.56	443,335.56	1,146,636.56	1,143,835.56	5,647.12	3,960,635.56
6	Middletown, M. & W.,	.....	.....	.....	.....	.....	.....	.....	100,000.00
7	Naugatuck,.....	2,594,000.00	1,288,000.00	8,449.75	354,293.71	2,602,449.75	1,642,293.71	42,532.00	4,602,449.75
8	New England.....	*17,500,000.00	11,500,000.00	130.00	62,715.78	19,000,130.00	18,052,715.78	52,898.00	44,000,130.00
9	New Haven & Derby,	1,500,000.00	6,500,000.00	.....	.....	.....	.....	.....	.....
10	N. H. & Northampton,	2,600,000.00	2,600,000.00	301,996.15	269,687.65	1,581,996.15	1,549,687.65	87,972.00	2,028,996.15
11	New London North'n,	1,500,000.00	1,500,000.00	16,650.48	13,277.14	1,516,650.48	1,513,277.14	20,584.28	5,060,000.00
12	Norwich & Worcester,	1,200,000.00	1,200,000.00	63,758.00	63,848.00	1,263,758.00	1,263,848.00	12,849.00	3,016,650.48
13	N. Y., N. H. & H.,	12,004,000.00	9,639,000.00	27,609,088.52	6,426,795.16	39,613,088.52	16,065,795.16	27,888.00	4,270,368.00
14	Ridgefield & N. Y.,	.....	.....	.....	.....	.....	.....	.....	119,613,088.52
15	Rockville,.....	.....	.....	.....	.....	.....	.....	.....	261,800.00
16	South Manchester,	.....	.....	25,016.85	2,648.12	.....	2,648.12	.....	108,750.00
					23,615.00	23,615.00	23,615.00	.....	65,016.35
	Total,.....	\$50,863,000.00	\$45,692,000.00	29,294,306.09	\$3,151,947.63	\$79,657,806.09	\$53,843,947.63	\$32,944.33	\$208,428,424.47

* Funded debt.

+ Mortgage debt of New York & New England.

TABLE V.—PROPERTY ACCOUNTS.

Number.	RAILROADS.	31 Cost of road.	32 Cost of equipment.	33 Bonds and Stocks.	34 Other permanent investments.	35 Cash and Current Assets.	36 Other assets.	37 Total.	38 Cost of road per mile.
1	Boston & N. Y. Air Line.	\$4,488,525.33	\$129,931.94	\$51,711.13	.....	\$2,148.18	.....	\$4,672,316.58	\$85,888.35
2	Central New England,...	12,565,582.22	290,636.50	1,000,921.50	\$829,369.97	179,646.05	.....	15,350,496.61	218,152.47
3	Colchester,.....	50,000.00	.....	.....	.....	.....	.....	50,000.00	13,927.57
4	Danbury & Norwalk,...	1,801,165.60	228,971.89	.....	.....	1,875.00	.....	2,032,012.49	49,755.95
5	Hartford & Conn. West,...	3,353,241.34	373,867.97	.....	.....	30,116.27	.....	3,866,635.56	27,051.65
6	Mid., Meriden & W'b'ry,	100,000.00	.....	.....	.....	.....	.....	100,000.00	3,846.16
7	Naugatuck,.....	4,471,262.27	297,086.57	.....	.....	.....	.....	5,076,884.77	73,311.40
8	New England,.....	*38,311,099.00	2,516,608.87	.....	.....	2,721,461.31	1,500,000.00	45,049,169.18	85,811.29
9	New Haven & Derby,...	1,856,595.58	200,675.62	.....	.....	4,791.67	.....	2,062,062.87	127,601.07
10	N. H. & Northampton,...	5,731,586.62	850,430.62	35,893.75	.....	207.46	.....	7,008,118.45	45,377.14
11	New London Northern,...	3,064,629.47	248,420.44	150,000.00	5,000.00	75,227.21	.....	3,543,277.12	25,327.52
12	Norwich & Worcester,...	3,983,816.51	179,750.67	675,000.00	.....	103,902.95	453,976.73	5,896,446.86	55,639.90
13	N. Y., N. H. & Hartford,	49,804,662.93	18,945,498.23	44,459,655.81	16,394,091.50	12,539,951.55	18,967,298.12	161,111,153.19	113,631.44
14	Ridgefield & New York,	233,810.16	.....	.....	.....	.....	30,939.84	264,750.00	7,678.48
15	Rockville,.....	144,247.66	25,857.99	.....	.....	2,643.12	.....	172,748.77	32,561.55
16	South Manchester,.....	91,227.21	32,294.85	.....	.....	.....	3,163.38	126,685.44	40,545.42
	Total,.....	\$130,051,451.95	\$24,320,032.16	\$46,373,182.19	17,228,401.47	15,868,806.70	22,040,623.42	255,882,557.89	85,071.56

* By paying underlying liens \$10,000,000.00 due January 1, 1905, with issue of \$10,000,000.00 Consolidated mortgage bonds of the New England Railroad Company the cost of road was increased \$10,000,000.00.

TABLE VI.—EARNINGS.

Number.	RAILROADS.	Gross.				Net.			
		399	40	41	42	43	44	45	46
		Total.	Total per last report.	Per mile of road operated.	Per mile run.	Total.	Total per last report.	Per mile of road operated.	Per mile run.
1	Boston & New York Air Line,*								
2	Central New England,.....	\$979,439.43	\$854,317.77	\$5,140.33	\$1.33561	\$25,804.13	\$145,944.01	\$135.42	.03519
3	Colchester,*								
4	Danbury & Norwalk,*								
5	Hartford & Connecticut Western,†								
6	Middletown, Meriden & Wat'y,*								
7	Naugatuck,*								
8	New England,*								
9	New Haven & Derby,*								
10	New Haven & Northampton,*								
11	New London Northern,.....	1,080,063.47	1,035,628.10	8,745.62	1.41795	136,531.98	172,549.37	1,105.53	.17925
12	N. Y., N. H. & Hartford,.....	49,981,947.77	48,282,909.20	24,082.46	2.15921	14,148,925.16	13,123,698.50	6,817.28	.61123
13	Norwich & Worcester,*								
14	Ridgefield & New York,†								
15	Rockville,*								
16	South Manchester,.....	16,452.82	15,629.80	7,302.47	.97997	Deficit. 357.59	Deficit.	Deficit.	Deficit.
	Total,.....	\$52,057,903.49	\$50,188,964.87	\$21,788.48	\$2.11100	\$14,311,261.27	\$13,442,191.88	\$5,989.73	.58032

*Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

TABLE VII.

Number.	RAILROADS.	DIVIDENDS.					51 Paid for taxes.	52 Paid for interest.	53 Paid for insurance.
		47 Total amount paid.	48 Total per last report.	49 Capital stock on which dividends were paid.	50 Capital stock on which no divi- dends were paid.				
1	Boston & New York Air Line, ..	\$119,940.00	\$119,940.00	\$2,998,500.00	\$909,468.88	.....	\$25,000.00	.....	.....
2	Central New England, .....	.....	.....	.....	6,600,000.00	.....	58,000.00	.....	\$2,201.44
3	Colchester, .....	.....	.....	.....	25,000.00	.....	1,750.00	.....	.....
4	Danbury & Norwalk,	30,000.00	30,000.00	600,000.00	.....	.....	33,500.00	.....	.....
5	Hartford & Connecticut West'n,	54,280.00	54,280.00	2,714,000.00	.....	.....	31,500.00	.....	.....
6	Middletown, Meriden & Water'y,	.....	.....	.....	100,000.00	.....	.....	.....	.....
7	Naugatuck,	200,000.00	200,000.00	2,000,000.00	.....	.....	76,167.87	.....	.....
8	New England,	150,000.00	150,000.00	5,000,000.00	20,000,000.00	.....	848,083.17	.....	.....
9	New Haven & Derby,	17,880.00	17,880.00	447,000.00	.....	.....	28,750.00	.....	.....
10	New Haven & Northampton,...	98,400.00	98,400.00	2,460,000.00	.....	.....	142,000.00	.....	.....
11	New London Northern,	135,000.00	135,000.00	1,500,000.00	.....	.....	68,120.00	.....	4,436.96
12	Norwich & Worcester,	240,000.00	240,000.00	3,000,000.00	6,600.00	.....	48,000.00	.....	.....
13	N. Y., New Haven & Hartford,	6,400,000.00	6,006,448.00	80,000,000.00	.....	.....	2,659,623.95	502,128.88	177,200.56
14	Ridgefield & New York, .....	.....	.....	.....	261,800.00	.....	.....	.....	.....
15	Rockville, .....	.....	.....	.....	108,750.00	.....	.....	.....	.....
16	South Manchester, .....	.....	.....	.....	40,000.00	.....	409.88	.....	17.28
	Total,	\$7,445,500.00	\$7,051,927.00	100,719,500.00	\$28,051,618.38	.....	\$2,727,430.65	\$1,857,979.42	\$183,856.24

TABLE VIII.—OPERATING EXPENSES.

Number.	RAILROADS.	54 Maintenance of way and structures.	55 Maintenance of equipment.	56 Conducting transportation.	57 General expenses.	58 Total.	59 Total miles operated.	60 Per mile of road operated.	61 Per mile run.
1	Boston & New York Air Line,*								
2	Central New England,.....	\$249,853.82	\$141,005.49	\$538,546.6*	\$29,229.81	\$953,635.80	190.54	\$5,004.91	1.80042
3	Colchester,*								
4	Danbury & Norwalk,*								
5	Hartford & Connecticut West'n.†								
6	Middletown, Meriden & Waterbury,*								
7	Naugatuck,*								
8	New England,*								
9	New Haven & Derby,*								
10	New Haven & Northampton,*								
11	New London Northern,.....	180,883.26	34,785.26	700,235.27	27,657.70	943,551.49	131.00	7,640.09	1.23870
12	Norwich & Worcester,*								
13	N. Y., New Haven & Hartford,.....	5,168,709.32	5,087,965.54	24,287,018.87	1,239,329.38	35,838,022.61	2,075.45	17,266.18	1.54798
14	Ridgefield & New York,†								
15	Rockville,*								
16	South Manchester,.....	6,064.78	690.32	9,898.62	136.69	16,790.41	2.25	7,406.24	.98912
	Total,.....	\$5,605,511.18	\$5,384,446.61	\$25,530,636.94	1,846,353.08	\$37,746,999.81	2,839.24	15,798.75	1.58083

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R.

‡ Projected road.

TABLE IX.—MAINTENANCE OF WAY AND STRUCTURES.

Number.	RAILROADS.	62	63	64	65	66	67	68	69	70	71	72	73	74
		Repairs of roadway.	Renovals of rails.	Renovals of ties.	Repairs and renovations of bridges and culverts.	Repairs and renovations of tracks, crossings, signals, and cattle guards.	Repairs and renovations of buildings and fixtures.	Repairs and renovations of dikes and wharves.	Repairs and renovations of telegraph.	Stationery and printing.	Other expenses.	Total.	Per mile operated.	Per mile run.
1	Boston & New York Air Line,*	\$126,945.66	\$1,302.49	\$46,628.35	\$47,308.06	\$5,956.23	\$18,568.41		\$2,403.71	\$878.75		\$349,853.53	\$1,311.39	.341
2	Central New England.....													
3	Coastline.....													
4	Hartford & Norwich.*													
5	Hartford & Connecticut Western.*													
6	Middlebury, Meriden & Waterbury.*													
7	New England.*													
8	New England & Derby.*													
9	New Haven & Northampton.*													
10	New Haven & Northampton.*													
11	New London Northern.....	50,509.41	22,593.57	10,097.67	52,959.48	7,159.97	5,722.08	\$1,114.73	253.47	131.97		180,853.58	1,494.90	.535
12	New York, New Haven, & Hartford.....	2,357,063.20	173,729.28	555,834.50	909,838.51	154,405.08	679,330.77	104,053.25	14,969.86	2,535.33	56,703.59	5,153,709.33	2,400.40	.323
13	Norwich & Worcester.*													
14	Ridgfield & New York.†													
15	Rockville.*													
16	South Manchester.....	3,493.51	1,530.00	627.06	163.57	164.59	53.56				85.40	9,064.73	2,693.46	.367
	Total.....	2,717,847.37	300,055.54	613,195.38	1,039,563.54	1,67,915.60	704,709.09	105,197.86	17,673.57	3,046.09	56,802.59	5,605,511.18	2,346.16	.327

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

TABLE VIII.—OPERATING EXPENSES.

Number	RAILROADS.	54 Maintenance of way and structures.	55 Maintenance of equipment.	56 Conducting transportation.	57 General expenses.	58 Total.	59 Total miles operated.	60 Per mile of road operated.	61 Per mile run.
1	Boston & New York Air Line,*								
2	Central New England,.....	\$249,853.82	\$141,005.49	\$533,546.64	\$39,229.81	\$953,635.80	190.54	\$5,004.91	1.30043
3	Colchester,*								
4	Danbury & Norwalk,*								
5	Hartford & Connecticut West'n.†								
6	Hartford & Meriden & Water'y,*								
7	Naugatuck,*								
8	New England,*								
9	New Haven & Derby,*								
10	New Haven & Northampton,*								
11	New London Northern,.....	180,883.26	84,786.26	700,235.27	27,657.70	943,551.49	121.00	7,640.09	1.33870
12	Norwich & Worcester,*								
13	N. Y., New Haven & Hartford,.....	5,168,709.82	5,087,965.54	24,287,018.87	1,289,329.38	35,833,022.61	2,075.45	17,265.18	1.54798
14	Ridgefield & New York,†								
15	Rockville,*								
16	South Manchester,.....	6,064.78	690.32	9,893.62	136.69	16,790.41	2.25	7,406.24	.98912
	Total,.....	\$5,605,511.18	\$5,264,446.61	\$25,530,698.94	1,346,853.08	\$37,746,999.81	2,889.24	15,798.75	1.58068

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R.

‡ Projected road.

TABLE IX.—MAINTENANCE OF WAY AND STRUCTURES.

Number.	RAILROADS.	61	62	63	64	65	66	67	68	69	70	71	72	73	74
		Repairs of roadway.	Repairs of roadway.	Repairs of roadway.	Repairs of roadway.	Repairs of roadway.	Repairs of roadway.	Repairs of roadway.	Repairs of roadway.	Repairs of roadway.	Repairs of roadway.	Repairs of roadway.	Repairs of roadway.	Repairs of roadway.	Repairs of roadway.
1	Boston & New York Air Line,*														
2	Central New England,*	\$198,845.68	\$2,902.49	\$46,686.96		\$47,508.06	\$3,906.33	\$18,698.41		\$2,404.71	\$773.73			\$949,863.63	\$1,311.99
3	Colchester,*														
4	Danbury & Northampton,*														
5	Hartford & Connecticut Western,*														
6	Hartford & Meriden & Waterbury,*														
7	Hartford & Meriden & Waterbury,*														
8	Hartford & Meriden & Waterbury,*														
9	Hartford & Meriden & Waterbury,*														
10	Hartford & Meriden & Waterbury,*														
11	Hartford & Meriden & Waterbury,*														
12	Hartford & Meriden & Waterbury,*														
13	Hartford & Meriden & Waterbury,*														
14	Hartford & Meriden & Waterbury,*														
15	Hartford & Meriden & Waterbury,*														
16	Hartford & Meriden & Waterbury,*														
17	Hartford & Meriden & Waterbury,*														
18	Hartford & Meriden & Waterbury,*														
	Total,	2,717,847.37	300,065.34	613,185.99	1,099,563.84	1,099,563.84	1,099,563.84	704,709.09	105,197.96	17,675.87	3,046.02	38,802.39	5,605,511.16	3,346.15	337

* Included in N. Y., N. H. & H. R. R. Co. † Included in C. N. E. R. R. Co. ‡ Projected road.

TABLE X.—MAINTENANCE OF EQUIPMENT.

Number.	RAILROADS.	75	76	77	78	79	80	81	82	83	84	85	86
		Superin- tendence.	Repairs and renewals of loco- motive.	Repairs and renewals of passenger cars.	Repairs and renewals of freight cars.	Repairs and renewals of work cars.	Repairs and renewals of marine equip- ment.	Repairs and renewals of shop machinery tools.	Station- ery and printing.	Other expenses.	Total.	Per mile operated.	Per mile run.
1	Boston & N. Y. Air Line.....	\$6,795.37	\$91,995.96	\$9,387.37	\$35,980.42	\$3,083.96		\$1,878.10	\$393.88	\$5,041.04	\$141,006.49	\$740.08	.192
2	Central New England.....												
3	Colchester.....												
4	Danbury & Norwalk.....												
5	Hartford & Conn. Western.....												
6	Midtown, Mer. & W.bury.....												
7	Naugatuck.....												
8	New England.....												
9	New Haven & Derby.....												
10	New Haven & Northamp. h.....												
11	New London & Northamp. h.....												
12	Norwich & Worcester.....												
13	N. Y., N. H. & Hartford.....												
14	Ruggefield & New York.....												
15	Rockville.....												
16	South Manchester.....												
			618.16	56.79				15.37			690.32	306.80	.041
	Total.....	\$108,680.69	\$2,369,581.00	\$990,743.16	\$852,877.67	\$21,869.19	\$216,408.78	\$284,174.06	\$6,647.07	\$463,798.96	\$5,364,446.61	\$9,303.36	.313

TABLE XI.—CONDUCTING TRANSPORTATION.

Number.	RAILROADS.	87	88	89	90	91	92	93	94	95	96
1	Boston & New York Air Line.*										
2	Central New England.....	\$16,830.20	\$74,828.79	\$136,864.98	\$3,414.52	\$3,305.12	\$1,378.51	\$65,085.19	\$7,097.07	\$27,323.51	\$13,354.92
3	Colchester.*										
4	Danbury & Norwalk.*										
5	Hartford & Connecticut Western.†										
6	Middletown, Meriden & Waterbury.*										
7	Naugatuck.*										
8	New England.*										
9	New Haven & Derby.*										
10	New Haven & Northampton.*										
11	New London Northern.....	14,587.04	54,035.00	173,854.93	5,338.07	2,399.68	914.05	49,316.02	8,198.55	15,976.50	13,671.00
12	New York, New Haven & Hartford..	401,404.37	3,371,704.55	4,904,940.80	235,471.92	139,345.80	87,652.62	2,831,954.37	606,324.19	2,136,905.87	440,385.77
13	Norwich & Worcester.*										
14	Ridgefield & New York.†										
15	Rockville.*		2,973.50	1,665.65							
16	South Manchester.....									1,017.00	
	Total.....	432,811.70	3,403,511.84	5,217,325.66	244,234.51	134,950.60	90,362.80	2,949,264.08	621,519.81	2,181,222.96	407,311.78

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

TABLE XI.—CONDUCTING TRANSPORTATION.—CONTINUED.

Number.	RAILROADS.	97	98	99	100	101	102	103	104	105	106
		Station service.	Station supplies.	Switching charges balance.	Car per diem and mileage balance.	Hire of equipment. Balance.	Loss and damage.	Injuries to persons.	Clearing wrecks.	Operating marine equipment.	Adver- tising.
1	Boston & New York Air Line.*										
2	Central New England.....	\$52,060.00	\$4,733.56		\$55,253.57	\$491.05	\$4,335.49	\$6,651.41	\$339.75	\$2,250.00	\$1,113.22
3	Colchester.*										
4	Danbury & Norwalk.*										
5	Hartford & Conn. Western.†										
6	Middletown, Meriden & Waterbury.*										
7	Naugatuck.*										
8	New England.*										
9	New Haven & Derby.*										
10	New Haven & Northampton.*										
11	New London Northern.....	202,130.46	9,602.77		25,843.60	37,106.37	\$1,310.57	11,116.15	1,896.32		\$ 343.14
12	New York, New Haven & Hartford.	4,670,346.57	340,466.76		1,535,753.37		173,245.98	376,479.00	46,503.67	702,096.00	110,394.37
13	Norwich & Worcester.*										
14	Ridgefield & New York.†										
15	Rockville.*										
16	South Manchester.....	800.00	36.16								
	Total.....	\$ 4,925,939.33	\$54,873.25		1,646,849.94	37,597.42	198,391.99	384,273.56	50,919.74	704,246.00	113,649.63

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

TABLE XI.—CONDUCTING TRANSPORTATION.—CONCLUDED.

Number.	RAILROADS.	107 Outside agencies.	108 Commis- sions.	109 Stock yards and elevators.	110 Rents for tracks, yards, and terminals.	111 Rents of buildings and other property.	112 Stationery and printing.	113 Other expenses.	114 Total.
1	Boston & New York Air Line,*								
2	Central New England,.....				\$46,686.96	\$641.46	\$7,763.15	\$1,214.56	\$553,546.06
3	Colchester,†								
4	Danbury & Norwalk,*								
5	Hartford & Connecticut Western,†								
6	Middletown, Meriden & Waterbury,*								
7	Naugatuck,*								
8	New England,*								
9	New Haven & Derby,*								
10	New Haven & Northampton,*								
11	New London Northern,*		\$630.73			19,044.36	6,731.66	46.66	700,226.27
12	Norwich & Worcester,*	\$12,739.46							
13	New York, New Haven & Hartford,	41,027.21		\$12,126.96	404,943.16	51,120.21	943,330.30	512,394.41	24,387,013.37
14	Ridgely & New York,†								
15	Roseland,*						129.69	50.50	9,595.62
16	South Manchester,.....								
	Total,.....	\$54,816.67	\$630.73	\$12,126.96	\$461,611.11	\$70,706.15	\$287,944.70	\$613,708.11	\$25,530,688.94

* Included in N. Y., N. H. & H. R. R. Co.

† " " C. N. E. R. R. Co.

‡ Projected road.

TABLE XI.—CONDUCTING TRANSPORTATION.—CONTINUED.

Number.	RAILROADS.	97	98	99	100	101	102	103	104	105	106
		Station service.	Station supplies.	Switching charges balance.	Car per diem and mileage balance.	Hire of equipment. Balance.	Loss and damage.	Injuries to persons.	Clearing wrecks.	Operating marine equipment.	Advertising.
1	Boston & New York Air Line.*										
2	Central New England.....	\$52,660.00	\$4,738.56		\$55,262.87	\$491.05	\$4,335.49	\$6,681.41	\$339.75	\$2,250.00	\$1,112.23
3	Colchester.*										
4	Danbury & Norwalk.*										
5	Hartford & Conn. Western.†										
6	Middletown, Meriden & Waterbury.*										
7	Naugatuck.....										
8	New England.*										
9	New Haven & Derby.*										
10	New Haven & Northampton.*										
11	New London & North.....	202,130.46	9,602.77		35,843.60	37,104.37	\$1,810.57	11,116.15	1,886.23		\$ 242.14
12	New York, New Haven & Hartford.	4,670,348.57	340,466.76		1,535,753.37		173,245.93	376,479.00	46,503.67	702,096.00	110,394.37
13	Norwich & Worcester.*										
14	Ridgefield & New York.†										
15	Rockville.*										
16	South Manchester.....	800.00	36.16								
	Total.....	4,925,932.38	354,873.25		1,646,849.84	37,597.42	196,391.99	384,376.56	50,919.74	704,346.00	113,649.63

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

TABLE XI.—CONDUCTING TRANSPORTATION.—CONCLUDED.

Number.	RAILROADS.	107 Outside agencies.	108 Commis- sions.	109 Stock yards and elevators.	110 Rents for tracks, yards, and terminals.	111 Rents of buildings and other property.	112 Stationary and printing.	113 Other expenses.	114 Total.
1	Boston & New York Air Line,*								
2	Central New England,				\$46,688.98	\$841.48	\$7,793.15	\$1,214.55	\$538,544.68
3	Colchester,								
4	Danbury & Norwalk,*								
5	Hartford & Connecticut Western,†								
6	Middletown, Meriden & Waterbury,*								
7	Naugatuck,								
8	New England,*								
9	New Haven & Derby,*								
10	New Haven & Northampton,*								
11	New London Northern,	\$13,789.46	\$330.73			19,044.86	6,731.66	48.65	700,326.37
12	Norwich & Worcester,*					51,190.51	\$43,350.30	513,384.41	\$4,287,018.37
13	New York, New Haven & Hartford,	41,027.31		\$12,126.95	404,963.16				
14	Ridgedale & New York,†								
15	Rockville,*						139.69	50.50	9,896.63
16	South Manchester,								
	Total.....	\$54,816.67	\$630.73	\$12,126.95	\$451,611.11	\$70,706.15	\$257,844.70	\$513,708.11	\$25,530,683.94

* Included in N. Y., N. H. & H. R. R. Co.

† " " C. N. E. R. R. Co.

‡ Projected road.

TABLE XIV.—FREIGHT TRAFFIC.

Number.	RAILROADS.	TRANSPORTATION.			136 Average distance haul of one ton.	137 Total freight revenue.	138 Average amount received for each ton of freight.	139 Average receipts per ton per mile.	140 Total freight earnings.	141 Freight earnings per mile of road.	142 Freight earnings per train mile.
		133 Total tons carried earning revenue.	134 Same per last report.	135 Tons carried one mile.							
1	Boston & New York Air Line,*	1,055,925	939,754	70,194,057	66.49	\$985,611.15	\$.64980	.00977	685,611.15	\$3,593.35	1.79593
2	Central New England,.....										
3	Connecticut & Albany,.....										
4	Danbury & Cornwall,.....										
5	Hartford & New Britain,.....										
6	Hartford & Middletown,.....										
7	Middletown, Meriden & Waterbury,.....										
8	Naugatuck,.....										
9	New England,.....										
10	New Haven & Derby,.....										
11	New Haven & Northampton,.....										
12	New London & Northampton,.....										
13	Norwich & Worcester,.....	1,823,593	1,627,018	53,737,049	43.12	821,963.27	.68110	.01474	821,963.27	6,635.59	1.96972
14	New York, New Haven, & Hartford,.....	18,321,327	17,560,435	1,742,915,367	95.13	24,532,305.72	1.33906	.01405	25,341,835.19	12,210.29	3.94035
15	Ridgefield & New York,.....										
16	Rockville,.....										
17	South Manchester,.....	47,755	45,387	107,451	2.25	11,972.46	.95070	.11142	11,972.46	5,321.10	4.18597
Total,.....		20,748,408	20,173,094	1,868,953,924	90.07	\$26,052,854.03	\$1.25555	.01394	\$26,861,404.09	\$11,242.66	\$2.10153

‡Projected road.

*Included in N. Y. N. H., & H. R. R. Co.

† " " C. & N. Y. Co.

TABLE XV.—FUEL FOR LOCOMOTIVES.

RAILROADS.	COAL.		WOOD.		147 Total tons fuel consumed.	148 Total miles run.	149 Average pounds consumed per mile.
	143 Number of tons.	144 Average cost per ton.	145 Number of cords.	146 Average cost per cord.			
1 Boston & New York Air Line,*	.....	.....	.....	.....	.....	.....	.....
2 Central New England,.....	50,515	\$2.41	.....	.....	50,515	918,488	110
3 Colchester,*	.....	.....	.....	.....	.....	.....	.....
4 Danbury & Norwalk,*	.....	.....	.....	.....	.....	.....	.....
5 Hartford & Connecticut Western,†	.....	.....	.....	.....	.....	.....	.....
6 Middletown, Meriden & Waterbury,*	.....	.....	.....	.....	.....	.....	.....
7 Naugatuck,*	.....	.....	.....	.....	.....	.....	.....
8 New England,*	.....	.....	.....	.....	.....	.....	.....
9 New Haven & Derby,*	.....	.....	.....	.....	.....	.....	.....
10 New Haven & Northampton,*	.....	.....	.....	.....	.....	.....	.....
11 New London Northern,.....	55,191	3.07	168.75	\$2.02	55,275	953,835	115
12 New York, New Haven & Hartford,.....	1,674,209	2.98	1,889.00	1.85	1,675,153	30,983,850	108
13 Norwich & Worcester,*	.....	.....	.....	.....	.....	.....	.....
14 Ridgfield & New York,.....	.....	.....	.....	.....	.....	.....	.....
15 Rockville,*	.....	.....	.....	.....	.....	.....	.....
16 South Manchester,.....	233	4.77	.....	.....	333	16,975	87
Total,.....	1,780,143	\$2.97	2,057.75	\$1.86	1,781,176	32,872,588	108

*Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

TABLE XVI.—MILEAGE AND EMPLOYEES.

Number	RAILROADS.	160 Passenger trains earning revenue.	161 Freight trains earning revenue.	162 Mixed trains earning revenue.	163 Total revenue mileage.	164 Mileage of non- revenue trains.	165 Total Mileage of all trains.	166 Total per last report.	167 Employees, including officers.	168 Same per last report.
1	Boston & New York Air Line,*									
2	Central New England Ry.....	351,081	337,826	44,421	733,328	84,775	768,103	775,627	581	1,166
3	Colchester,*									
4	Danbury & Norwalk,*									
5	Hartford & Connecticut Western,†									
6	Middletown, Meriden & Waterbury,*									
7	Naugatuck,*									
8	New England,*									
9	New Haven & Derby,*									
10	New Haven & Northampton,*									
11	New London Northern.....	307,957	453,767		761,724	191,601	953,325	918,463	788	768
12	Norwich & Worcester,*									
13	New York, New Haven & Hartford,	15,327,346	7,028,951	191,965	23,148,182	7,036,577	80,184,759	80,722,210	31,377	31,543
14	Ridgefield & New York,†									
15	Rockville,*									
16	South Manchester.....	14,080	1,920	975	16,975		16,975	17,320	23	16
	Total.....	16,000,864	8,422,464	237,381	24,660,209	7,262,953	31,923,162	32,433,520	32,769	33,493

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

TABLE XVII. — EQUIPMENT.

Number.	RAILROADS.	LOCOMOTIVES.		CARS.				CARS WITH TRAIN BRAKES.		CARS WITH AUTO- MATIC COUPLERS.	
		159 Num- ber.	160. With train brake.	161 Passenger service.	162 Freight and other.	163 Total.	164 Total per last report.	165 In pas- senger service.	166 In freight service.	167 In pas- senger ser- vice.	168 In freight service.
1	Boston & New York Air Line,*										
2	Central New England,	82	82	83	294	827	875	83	242	83	243
3	Colchester,*										
4	Danbury & Norwalk,*										
5	Hartford & Connecticut Western,†										
6	Middletown, Meriden & Waterbury,*										
7	Naugatuck,*										
8	New England,*										
9	New Haven & Derby,*										
10	New Haven & Northampton,*										
11	New London Northern,	12	12	21	192	213	225	21	9	21	153
12	New York, New Haven & Hartford,	1,186	1,186	2,090	17,508	19,598	19,790	2,090	16,798	2,090	16,890
13	Norwich & Worcester,*										
14	Ridgefield & New York,†										
15	Rockville,*										
16	South Manchester,	2	2	4		4	4	4		4	
	Total,	1,332	1,332	2,148	17,994	20,346	20,394	2,148	17,053	2,148	17,265

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. Ry. Co.

‡ Projected road.

TABLE XVIII.

Number.	RAILROADS.	STATIONS.			RAILS.		New ties laid during the year.	HIGHWAY GRADE CROSSINGS IN CON- NECTICUT.	
		169 On main line and branches.	170 In Conn.	171 Average num- ber of miles for each station in Conn.	172 Miles of Steel.	173 Miles of Iron.		175 At grade	176 At grade per last report.
1	Boston & New York Air Line.	16	16	3.26	69.83	4.00	\$ 120,087	45	45
2	Central New England.	71	30	2.24	180.84			*	*
3	Colchester.	1	1	8.59	8.98	.69		2	2
4	Danbury & Norwalk.	17	17	2.13	54.45	3.26		73	73
5	East Granby & Suffield. †								
6	Hartford & Connecticut Western.								
7	Middletown, Meriden & Waterbury.	12	12	2.17	31.20			69	69
8	Naugatuck.	24	24	2.54	107.99	2.55		13	13
9	New England.	172	68	2.92	673.44	14.98		51	51
10	New Haven & Derby.	6	6	2.78	25.13	.83		206	206
11	New Haven & Northampton.	41	18	3.63	177.30	5.54		10	10
12	New London Northern.	43	25	2.24	160.90	8.00		81	81
13	New York, New Haven & Hartford.	206	140	2.62	2,890.57	182.56	18,785	43	43
14	Norwich & Worcester.	26	18	3.00	99.80	8.52	1,619,887	825	825
15	Ridgefield & New York. †							88	88
16	Rockville, §	1	1	2.25	4.62	1.08		7	
17	South Manchester.						1,493	8	8
	Total.	636	376	2.71	4,279.00	226.41	1,755,232	968	969

† Road discontinued.

* Included in Conn. Western.

† Projected road.

§ Included in N. Y., N. H. & H. R. R. Co.

|| Included in Central New England.

TABLE XIX.—GENERAL PERCENTAGE.

RAILROADS.	177	178	179	180	181	182	183
	Gross earnings to capital and debt.	Net earnings to capital and debt.	Net earnings to permanent investments.	Net earnings to gross earnings.	Operating expense to gross earnings.	Passenger revenue to gross earnings.	Freight revenue to gross earnings.
1 Boston & New York Air Line,*							
2 Central New England,.....	6.48	.0017	.0176	2.68	97.87	21.53	70.00
3 Colchester,*							
4 Danbury & Norwalk,*							
5 Hartford & Connecticut Western.†							
6 Middletown, Meriden & Waterbury,*							
7 Naugatuck,*							
8 New England,*							
9 New Haven & Derby,*							
10 New Haven & Northampton,*							
11 New London Northern,.....	35.71	4.53	8.93	12.64	87.00	17.78	76.10
12 New York, New Haven & Hartford,...	41.79	11.83	10.92	28.81	71.89	40.03	49.08
13 Norwich & Worcester,*							
14 Ridgfield & New York.†							
15 Rockville,*							
16 South Manchester,.....	26.27	Deficit.	Deficit.	Deficit.	100.02	26.61	72.86
Total,.....	24.97	6.86	9.67	27.49	72.50	39.23	50.04

* Included in N. Y., N. H. & H. R. R. Co.

† See C. N. E. R. R. Co.

‡ Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number	RAILROADS.	CAPITAL STOCK.				
		1901.	1902.	1903.	1904.	1905.
1	Boston & New York Air Line,.....	\$3,907,968.88	\$3,907,968.88	\$3,907,968.88	\$3,907,400.00	\$3,907,968.88
2	Central New England,.....	6,600,000.00	6,600,000.00	6,600,000.00	6,600,000.00	6,600,000.00
3	Colchester,.....	25,000.00	25,000.00	25,000.00	25,000.00	25,000.00
4	Danbury & Norwalk,.....	600,000.00	600,000.00	600,000.00	600,000.00	600,000.00
5	East Granby & Suffield,.....	2,709,800.00	2,712,800.00	2,712,800.00	2,714,000.00	2,714,000.00
6	Hartford & Connecticut Western,...	100,000.00	100,000.00	100,000.00	100,000.00	100,000.00
7	Middletown, Meriden & Waterbury,...	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00
8	Naugatuck,.....	25,000,000.00	25,000,000.00	25,000,000.00	25,000,000.00	25,000,000.00
9	New England,.....	447,000.00	447,000.00	447,000.00	447,000.00	447,000.00
10	New Haven & Derby,.....	2,460,000.00	2,460,000.00	2,460,000.00	2,460,000.00	2,460,000.00
11	New Haven & Northampton,.....	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00
12	New London Northern,.....	54,685,400.00	54,685,400.00	70,897,300.00	80,000,000.00	80,000,000.00
13	New York, New Haven & Hartford,...	8,006,600.00	8,006,600.00	8,006,600.00	8,006,600.00	8,006,600.00
14	Norwich & Worcester,.....	261,800.00	261,800.00	261,800.00	261,800.00	261,800.00
15	Ridgefield & New York,*.....	40,000.00	40,000.00	40,000.00	108,750.00	108,750.00
16	Rockville,.....				40,000.00	40,000.00
17	South Manchester,.....					
	Total,.....	\$108,843,568.88	\$108,846,568.88	\$119,658,468.88	\$128,760,550.00	\$138,771,118.88

* Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	FUNDED DEBT.				
		1901.	1902.	1903.	1904.	1905.
1	Boston & New York Air Line,.....	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00
2	Central New England,.....	7,900,000.00	7,900,000.00	7,900,000.00	8,810,000.00	8,810,000.00
3	Colchester,.....	25,000.00	25,000.00	25,000.00	25,000.00	25,000.00
4	Danbury & Norwalk,.....	650,000.00	650,000.00	650,000.00	650,000.00	650,000.00
5	Hartford & Connecticut Western,....	700,000.00	700,000.00	700,000.00	700,000.00	700,000.00
6	Naugatuck,.....	150,000.00	150,000.00	424,000.00	1,288,000.00	2,594,000.00
7	New England,.....	16,500,000.00	16,500,000.00	16,500,000.00	18,000,000.00	19,000,000.00
8	New Haven & Derby,.....	1,280,000.00	1,280,000.00	1,280,000.00	1,280,000.00	1,280,000.00
9	New Haven & Northampton,.....	2,600,000.00	2,600,000.00	2,600,000.00	2,600,000.00	2,600,000.00
10	New London Northern,.....	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00
11	New York, New Haven & Hartford,....	6,189,000.00	6,189,000.00	4,364,000.00	9,939,000.00	12,004,000.00
12	Norwich & Worcester,.....	1,200,000.00	1,200,000.00	1,200,000.00	1,200,000.00	1,200,000.00
13	Ridgefield & New York,*.....	.....	.....	.....	.....	.....
14	Shore Line,.....	.....	.....	.....	.....	.....
	Total,.....	\$89,144,000.00	\$89,144,000.00	\$37,643,000.00	\$45,992,000.00	\$50,363,000.00

* Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	Floating Debt.				
		1901.	1902.	1903.	1904.	1905.
1	Boston & New York Air Line,.....	.....	\$463.28	\$10,908.23	\$491.56	\$491.56
2	Central New England,.....	\$98,492.99	78,687.35	55,437.32	125,896.28	191,194.95
3	Danbury & Norwalk,.....	.....	.....	.....	375,848.72	630,894.77
4	Hartford & Connecticut Western,....	404,223.89	406,440.89	437,133.85	443,835.56	446,635.56
5	Naugatuck,.....	.....	.....	332,660.75	354,293.71	8,449.75
6	New England,.....	36,613.22	36,157.22	36,087.23	52,715.73	130.00
7	New Haven & Northampton,.....	551.29	732.04	228.04	269,637.65	301,996.15
8	New London Northern,.....	32,790.59	23,094.09	17,992.51	18,277.14	16,950.48
9	New York, New Haven & Hartford,...	6,632,818.03	6,007,865.47	6,938,638.11	6,426,795.16	27,608,083.53
10	Norwich & Worcester,.....	70,813.09	63,585.00	64,164.00	63,848.00	63,758.00
11	Rockville,.....	.....	.....	.....	2,643.13	.....
12	South Manchester,.....	21,333.37	20,568.96	21,299.33	23,615.00	25,016.35
	Total,.....	\$7,277,634.47	\$6,637,594.30	\$7,915,548.86	\$8,151,947.63	\$29,294,306.09

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	PERMANENT INVESTMENTS.				
		1901.	1902.	1903.	1904.	1905.
1	Boston & New York Air Line,.....	\$4,659,854.27	\$4,663,263.40	\$4,663,263.40	\$4,669,168.40	\$4,670,168.40
2	Central New England,.....	13,692,881.71	14,496,994.55	14,601,585.28	14,668,921.27	14,686,510.19
3	Colchester,.....	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00
4	Danbury & Norwalk,.....	1,399,242.73	1,899,242.73	1,899,242.73	1,774,591.44	2,080,137.49
5	East Granby & Suffield,.....	3,684,815.28	3,686,922.28	99,965.94	.....	.....
6	Hartford & Connecticut Western,.....	100,000.00	100,000.00	317,614.74	3,723,809.31	8,727,109.31
7	Middletown, Meriden & Waterbury,.....	2,321,784.02	2,321,784.02	100,000.00	100,000.00	100,000.00
8	Naugatuck,.....	28,798,192.15	28,798,192.15	2,928,955.43	3,872,281.82	4,768,848.84
9	New England,.....	1,760,066.72	1,760,066.72	28,798,192.15	30,814,920.66	40,827,707.87
10	New Haven & Derby,.....	6,607,505.99	6,609,629.74	1,760,066.72	2,024,963.71	2,057,271.20
11	New Haven & Northampton,.....	8,478,355.45	8,468,049.91	6,612,354.74	6,615,088.74	6,617,910.99
12	New London & Northern,.....	83,319,032.60	83,459,025.99	3,468,049.91	3,468,049.91	3,468,049.91
13	New York, New Haven & Hartford,.....	4,665,005.29	4,662,514.18	85,966,630.19	103,300,222.86	129,608,908.52
14	Norwich & Worcester,.....	230,860.16	230,860.16	4,663,567.18	4,663,567.18	4,838,567.18
15	Ridgefield & New York, *.....	.....	.....	230,860.16	230,860.16	238,810.16
16	Rockville,.....	119,853.42	121,319.83	122,170.86	170,106.65	170,106.65
17	South Manchester,.....	.....	.....	.....	128,164.39	128,522.06
	Total,.....	\$154,886,948.78	\$155,827,865.65	\$159,082,519.44	\$179,734,624.50	\$217,978,127.77

* Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

R. R. — C

Number.	RAILROADS.	TOTAL GROSS EARNINGS.				
		1901.	1902.	1903.	1904.	1905.
1	Boston & New York Air Line,*	*	*	*	*	*
2	Central New England.....	\$711,758.86	\$598,965.43	\$668,103.06	\$854,817.77	\$979,439.43
3	Colchester.*	*	*	*	*	*
4	Danbury & Norwalk.*	*	*	*	*	*
5	Middletown, Meriden & Waterbury.	*	*	*	*	*
6	Naugatuck.*	*	*	*	*	*
7	New England.*	*	*	*	*	*
8	New Haven & Derby.*	*	*	*	*	*
9	New Haven & Northampton.*	*	*	*	*	*
10	New London Northern.....	902,067.45	992,546.87	1,014,554.52	1,035,628.10	1,060,088.47
11	New York, New Haven & Hartford.	40,183,311.37	43,531,087.11	47,296,077.51	48,293,009.20	49,981,947.77
12	Norwich & Worcester.*	*	*	*	*	*
13	Ridgefield & New York.....	*	*	*	*	*
14	South Manchester,.....	15,748.58	18,049.49	14,980.63	15,629.80	16,432.82
	Total.....	\$41,761,906.26	\$45,125,648.70	\$48,988,635.73	\$50,188,984.87	\$52,057,908.49

* Included in N. Y., N. H. & H. R. R. Co.

† Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TOTAL OPERATING EXPENSES.				
		1901.	1902.	1903.	1904.	1905.
1	Boston & New York Air Line, *	*	*	*	*	*
2	Central New England,	\$535,103.84	\$436,249.45	\$522,280.24	\$706,873.76	\$953,685.30
3	Colchester,	*	*	*	*	*
4	Danbury & Norwalk, *	*	*	*	*	*
5	Middletown, Meriden & Waterbury,	*	*	*	*	*
6	Naugatuck,	*	*	*	*	*
7	New England, *	*	*	*	*	*
8	New Haven & Derby, *	*	*	*	*	*
9	New Haven & Northampton, *	*	*	*	*	*
10	New London Northern,	795,096.66	903,048.98	978,058.85	883,078.73	943,551.49
11	New York, New Haven & Hartford,	28,048,478.90	31,273,873.61	34,955,033.54	35,159,210.70	35,833,022.61
12	Norwich & Worcester, *	*	*	*	*	*
13	Ridgefield & New York, ¶	¶	¶	¶	¶	¶
14	South Manchester,	14,496.75	15,333.36	15,101.90	16,621.38	16,790.41
	Total,	\$29,398,175.65	\$32,627,503.35	\$36,470,434.08	\$36,747,784.57	\$37,746,999.81

* Included in N. Y., N. H. & H. R. R. Co.

¶ Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	INCOME FROM PASSENGERS.				
		1901.	1902.	1903.	1904.	1905.
1	Boston & New York Air Line,*	*	*	*	*	*
2	Central New England,	\$205,989.00	\$208,136.51	\$225,163.70	\$233,847.30	\$210,900.27
3	Colchester,*	*	*	*	*	*
4	Danbury & Norwalk,*	*	*	*	*	*
5	Middletown, Meriden & Waterbury,	*	*	*	*	*
6	Naugatuck,*	*	*	*	*	*
7	New England,*	*	*	*	*	*
8	New Haven & Derby,*	*	*	*	*	*
9	New Haven & Northampton,*	*	*	*	*	*
10	New London Northern,	195,335.13	196,253.79	201,123.87	196,013.16	192,084.47
11	New York, New Haven & Hartford,	16,786,761.78	17,866,424.51	19,271,634.68	19,597,010.00	20,008,579.78
12	Norwich & Worcester,*	*	*	*	*	*
13	Ridgefield & New York,†	†	†	†	†	†
14	South Manchester,	4,227.67	4,364.01	4,081.52	4,064.57	4,872.64
	Total,	\$17,142,213.58	\$18,275,183.82	\$19,702,006.77	\$20,020,985.08	\$20,415,987.16

* Included in N. Y., N. H. & H. R. R. Co.

† Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	INCOME FROM FREIGHT.				
		1901.	1902.	1903.	1904.	1905.
1	Boston & New York Air Line,*	*	*	*	*	*
2	Central New England,	\$459,776.65	\$315,559.61	\$363,180.20	\$550,636.18	\$685,611.15
3	Colchester,*	*	*	*	*	*
4	Danbury & Norwalk,*	*	*	*	*	*
5	Middletown, Meriden & Waterbury,	*	*	*	*	*
6	Naugatuck,*	*	*	*	*	*
7	New England,*	*	*	*	*	*
8	New Haven & Derby,*	*	*	*	*	*
9	New Haven & Northampton,*	*	*	*	*	*
10	New London & Northern,	658,589.06	741,493.16	750,910.44	774,929.81	821,965.27
11	New York, New Haven & Hartford,	19,117,043.46	21,018,284.05	23,014,494.19	23,637,833.21	24,533,805.72
12	Norwich & Worcester,*	*	*	*	*	*
13	Ridgefield & New York,I	*	*	*	*	*
14	South Manchester,	11,440.79	13,607.68	10,788.16	11,486.18	11,972.48
	Total,	\$20,221,799.96	\$22,088,944.40	\$24,139,872.99	\$24,974,925.38	\$26,052,854.62

* Included in N. Y., N. H. & H. R. R. Co. | Projected road

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	NUMBER OF PASSENGERS CARRIED.				
		1901.	1902.	1903.	1904.	1905.
1	Boston & New York Air Line,*	*	*	*	*	*
2	Central New England,	587,684	590,569	581,823	599,505	496,064
3	Colchester,*	*	*	*	*	*
4	Danbury & Norwalk,*	*	*	*	*	*
5	Middletown, Meriden & Waterbury,	*	*	*	*	*
6	Naugatuck,*	*	*	*	*	*
7	New England,*	*	*	*	*	*
8	New Haven & Derby,*	*	*	*	*	*
9	New Haven & Northampton,*	*	*	*	*	*
10	New London Northern,	508,932	516,149	531,006	495,984	488,774
11	New York New Haven & Hartford,	59,051,460	58,838,181	63,714,199	63,180,459	63,838,475
12	Norwich & Worcester,*	*	*	*	*	*
13	Ridgefield & New York,|	|	|	|	|	|
14	South Manchester,	92,681	100,372	91,444	89,426	99,836
	Total,	54,235,707	60,045,221	64,918,473	64,315,374	64,408,149

* Included in N. Y., N. H. & H. R. R. Co. | Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TONS OF FREIGHT CARRIED.				
		1901.	1902.	1903.	1904.	1905.
1	Boston & New York Air Line.*	*	*	*	*	*
2	Central New England,	591,714	823,112	476,323	939,764	1,055,926
3	Colchester.*	*	*	*	*	*
4	Danbury & Norwalk.*	*	*	*	*	*
5	Middletown, Meriden & Waterbury..	*	*	*	*	*
6	Naugatuck.*	*	*	*	*	*
7	New England.*	*	*	*	*	*
8	New Haven & Derby.*	*	*	*	*	*
9	New Haven & Northampton.*	*	*	*	*	*
10	New London Northern.....	1,082,087	1,216,739	1,231,020	1,627,018	1,823,893
11	New York, New Haven & Hartford.	15,436,455	17,145,813	18,268,733	17,660,485	18,321,327
12	Norwich & Worcester.*	*	*	*	*	*
13	Ridgefield & New York.†	41,767	45,948	43,814	45,827	47,756
14	South Manchester,	*	*	*	*	*
	Total,	17,151,998	18,780,512	20,084,889	20,173,084	20,748,402

* Included in N. Y., N. H. & H. R. R. Co. † Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	AMOUNT PAID IN DIVIDENDS.				
		1901.	1902.	1903.	1904.	1905.
1	Boston & New York Air Line,.....	\$119,940.00	\$119,940.00	\$119,940.00	\$119,940.00	\$119,940.00
2	Central New England,.....					
3	Colchester,.....	80,000.00	80,000.00	80,000.00		
4	Danbury & Norwalk,.....	26,894.00	26,894.00	26,454.00	80,000.00	80,000.00
5	Hartford & Connecticut Western,.....	1,000.00	1,000.00	1,000.00	54,259.00	54,280.00
6	Middletown, Meriden & Waterbury,.....	200,000.00	200,000.00	200,000.00		
7	Naugatuck,.....	150,000.00	150,000.00	150,000.00	200,000.00	200,000.00
8	New England,.....	17,880.00	17,880.00	17,880.00	150,000.00	150,000.00
9	New Haven & Derby,.....	98,400.00	98,400.00	98,400.00	17,880.00	17,880.00
10	New Haven & Northampton,.....	185,000.00	185,000.00	185,000.00	98,400.00	98,400.00
11	New London & Northern,.....	185,000.00	185,000.00	185,000.00	185,000.00	185,000.00
12	New York, New Haven & Hartford,.....	4,294,788.00	4,298,568.00	4,618,438.00	6,006,448.00	6,400,000.00
13	Norwich & Worcester,.....	240,000.00	240,000.00	240,000.00	240,000.00	240,000.00
14	Ridgefield & New York,.....					
15	South Manchester,.....					
	Total,.....	\$5,313,353.00	\$5,815,182.00	\$5,637,112.00	\$7,051,927.00	\$7,445,500.00

| Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	AMOUNT PAID FOR INTEREST.				
		1901.	1902.	1903.	1904.	1905.
1	Boston & New York Air Line,.....	\$35,000.00	\$25,000.00	\$35,000.00	\$25,000.00	\$25,000.00
2	Central New England,	33,500.00	32,500.00	32,500.00	35,025.00	53,000.00
3	Colchester,	1,750.00	1,750.00	1,750.00	1,750.00	1,750.00
4	Danbury & Norwalk,	33,500.00	33,500.00	33,500.00	33,500.00	33,500.00
5	Hartford & Connecticut Western,....	35,000.00	35,000.00	35,000.00	33,250.00	31,500.00
6	Middletown, Meriden & Waterbury,....	.....	.....	.....	.....	.....
7	Naugatuck,	6,000.00	6,000.00	7,925.00	15,667.79	76,167.37
8	New England,	970,000.00	970,000.00	970,000.00	970,000.00	848,063.17
9	New Haven & Derby,	28,750.00	28,750.00	28,750.00	28,750.00	28,750.00
10	New Haven & Northampton,	142,000.00	142,000.00	142,000.00	142,000.00	142,000.00
11	New London & Northam,	68,120.00	68,120.00	68,120.00	68,120.00	68,120.00
12	New York, New Haven & Hartford,....	233,950.00	274,950.00	274,950.00	194,950.00	502,128.88
13	Norwich & Worcester,	48,000.00	48,000.00	48,000.00	48,000.00	48,000.00
14	Ridgefield & New York, |.....	|	|	|	|	|
15	South Manchester, .....	.....	.....	.....	.....	.....
	Total,	\$1,874,570.00	\$1,665,570.00	\$1,667,495.00	\$1,596,012.79	\$1,857,979.42

| Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

RAILROADS.		ACCIDENTS TO PASSENGERS IN CONNECTICUT.									
		1901.		1902.		1903.		1904.		1905.	
		Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.
1	Boston & New York Air Line, *	*	*	*	*	*	*	*	*	*	*
2	Central New England,		1		3				6		5
3	Cochester, *	*	*	*	*	*	*	*	*	*	*
4	Danbury & Norwalk, *	*	*	*	*	*	*	*	*	*	*
5	Hartford & Connecticut Western, †	†	†	†	†	†	†	†	†	†	†
6	Middletown, Meriden & Waterbury,	*	*	*	*	*	*	*	*	*	*
7	Naugatuck, *	*	*	*	*	*	*	*	*	*	*
8	New England, *	*	*	*	*	*	*	*	*	*	*
9	New England & Derby, *	*	*	*	*	*	*	*	*	*	*
10	New Haven & Northampton, *	*	*	*	*	*	*	*	*	*	*
11	New London Northern,		7		2		3		8		17
12	New York, New Haven & Hartford,		1		4		8		80		14
13	Norwich & Worcester, *	*	*	*	*	*	*	*	*	*	*
14	Ridgefield & New York, |	|	|	|	|	|	|	|	|	|	|
15	South Manchester,										
Total,		10	1	33	4	50	3	39		36	

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

| Projected road.

SUMMARY OF TABLES REFERRING TO STEAM RAILROADS.

	1904.	1905.	INCREASE.	DECREASE.
Capital stock issued,	\$128,771,118.88	\$128,771,118.88	.....	.....
Capital stock in Connecticut,	58,712,778 00	58,896,578 00	.....	\$1,886,800.00
Funded debt,	45,992,000.00	50,863,000.00	\$4,871,000.00	.....
Current liabilities,	8,151,947.68	22,224,308.09	21,142,358.46	.....
Total stock and debt,	182,615,086.01	208,428,424.47	25,813,358.46	.....
Permanent investments,	179,784,624.50	217,973,127.77	38,288,508.27	.....
Gross earnings,	50,188,984.87	52,067,908.49	1,868,918.62	.....
Operating expenses,	36,747,784.57	37,746,999.81	999,215.24	.....
Net earnings,	13,442,191.88	14,311,361.27	869,069.39	.....
Paid for taxes,	2,524,832.38	2,727,420.65	202,578.27	.....
Paid for interest,	1,596,012.79	1,857,979.42	261,966.63	.....
Paid for dividends,	7,051,927.00	7,445,500.00	393,573.00	.....
Income from passengers,	20,020,926.08	20,415,987.16	395,062.18	.....
Income from freight,	24,974,925.33	26,052,854.62	1,077,929.29	.....
Paid for maintenance of way and structure,	5,761,453.17	5,605,511.18	.....	155,941.99
Paid for maintenance of equipment,	4,832,525.97	5,264,446.61	431,920.64	.....
	Miles.	Miles.	Miles.	Miles.
Total length of main line and branches,	2,320.06	2,320.15	.09	.....
Total of same in Connecticut,	1,017.72	1,017.72	.....	.....
Total length of sidings,	1,322.20	1,352.40	29.20	.....
Total of same in Connecticut,	515.92	633.24	22.32	.....
Total second, third, and fourth tracks,	819.46	932.86	113.40	.....
Total of same in Connecticut,	323.49	341.73	18.24	.....
Run by passenger trains,	16,488,593	16,000,364	.....	488,229
Run by freight trains,	8,515,922	8,422,464	.....	93,458
Other trains,	7,478,280	7,500,324	22,044	.....
Total run by all trains,	31,482,194	31,923,162	440,968	.....
Passengers carried 1 mile,	1,153,229,104	1,192,515,764	39,286,660	.....
Freight carried 1 mile,	1,761,079,236	1,968,953,924	107,874,688	.....
Number of passengers carried,	64,315,374	64,408,149	87,775	.....
Number of tons of freight carried,	20,173,084	20,748,402	575,318	.....
Highway grade crossings in Connecticut,	968	.....	.....	1
Number of men employed,	23,498	22,769	.....	729
Number of engines,	1,101	1,323	181	.....
Number of cars,	20,294	20,346	.....	52
Passengers injured — fatal,	3	.....	.....	3
Passengers injured — not fatal,	29	35	.....	6
Employees injured — fatal,	29	65	26	.....
Employees injured — not fatal,	269	485	116	.....
Trespassers injured — fatal,	101	110	9	.....
Trespassers injured — not fatal,	75	58	.....	17
Others injured — fatal,	19	9	.....	1
Others injured — not fatal,	21	27	6	.....
Injured at grade crossings — fatal,	8	1	.....	7
Injured at grade crossings — not fatal,	23	11	.....	12

STREET RAILWAY TABLES.

TABLE No. 1.

Number.	STREET RAILWAYS.	From —	To —	Length of road (first main track) (owned).	Length of second main track (owned).	Total length of main tracks (owned).	Length of sidings and turnouts (owned).	Total computed as single track (owned).	Capital authorized by charter.	Capital stock outstanding.
1	Branford Lighting & Water Co.,	East Haven	Branford,	5.151	2.649	7.800	.918	8.718	\$600,000.00	\$300,000.00
2	Bristol & Plainville Trolley Co.,	Bristol	Plainville, Lake Comp. & Terryville	11.541		11.541	.717	12.258	1,000,000.00	150,000.00
3	Cheshire Street Railway Co.,	Mt. Carmel	Cheshire,	6.532		6.532	.512	7.044	60,000.00	50,000.00
4	Conn. Railway & Lighting Co.,	Eastport	Westport,							
		Milford	Westmont,							
		Shelton	Derby,							
		Westport	Saugusack,							
		Derby	Andover,							
		Andover	Seymour,							
		East Derby	Orange Hills,	132.839	44.423	177.262	8.692	185.954	15,000,000.00	15,000,000.00
		Norwalk	Winstark, South Norwalk and Stamford City line,							
		Waterbury	Naugatuck, Oakville, Waterville,							
		New Britain	Berlin, Plainville, Newington, Southington,							
5	Consolidated Railway Co.,	Montrose	Westville, Wallingford,							
		New Haven	Mt. Carmel, Savin Rock,							
		Meriden	Wallingford,							
		Mass. State Line	Central Village,							
		Central Village	Moosup,	163.363	33.813	302.116	6.972	309.088	Not limited.	10,000,000.00
		Elmville	East Killingly,							
		Norwich	Yantic, Hackus Corner, Thamesville, Baltic, New London,							
		New London	New London,							
		Middletown	Portland,							
6	Danbury & Bethel Street Ry. Co.,	Danbury	Bethel,	10.441	1.066	10.537	1.066	11.783	623,000.00	330,000.00
7	E. Hfd. & Glasby St. Ry. Co.,	E. Hartford	Glastonbury, Burnside,	8.946	.882	9.298	.462	10.230		
8	Farmington Street Ry. Co.,	W. Hartford	Unionville,	9.700		9.700	1.100	10.800	198,000.00	157,500.00
9	Greenwich Trolley Co.,	N. Y. State Line	Stamford Town Line, Conn.,							
		Sound Beach	Jct. Stamford Street R. R. Co.,	9.103	.219	9.321	.322	9.643	600,000.00	300,000.00
10	Groton & Stonington St. Ry. Co.,	Groton	R. I. State Line,	19.660		19.660	.780	20.440	600,000.00	455,240.00
11	Hfd. Man. & Rocky's Tram. Co.,	Burnside	Manchester and Rockville,	16.897		16.897	.504	17.401	500,000.00	300,000.00
12	Hartford & Springfield St. Ry. Co.,	E. Windsor Hill	Mass. State Line,							
		Windsor	Snfield,	30.500		30.500	2.940	33.440	700,000.00	500,000.00
		Enfield	Somers,							
13	Hartford Street Railway Co.,	Hartford	Wethersfield, Rainbow, Windsor, West Hartford, Elmwood, East Windsor Hill,	59.440	13.438	77.898	2.116	80.984	2,000,000.00	1,000,000.00

14 Manufacturers' Railroad Co., ⁴	New Haven	New Haven	Lake Compounce and Plainville	2,000	2,000	.....	2,000	.....	20,000.00	20,000.00
15 Mer, Southington & Com. T. Co., ⁵	Meriden	Meriden	.....	11,643	11,643	.....	11,643	.....	500,000.00	500,000.00
16 Newington Tramway Co., ⁶	.....	.....	.....	.....	.....	.....	.....	.....	.....	8.00
17 Prov. & Danielson Ry Co., ⁶	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18 So. Man. I. t. Power & Tram Co., ⁶	Providence, R. I.	Providence, R. I.	P. I. State Line	26,000	26,000	1,035	26,000	1,035	1,000,000.00	1,000,000.00
19 Stamford Street Railroad Co., ⁶	Conn. State Line	Conn. State Line	East Killingly, Conn.,	795	795	.....	795	.....	100,000.00	100,000.00
20 Suffield Street Railroad Co., ⁶	So. Manchester	So. Manchester	Manchester Center,	18,389	18,389	.....	18,389	.....	900,000.00	900,000.00
21 Torrington & Winchester St. Ry. Co., ⁷	Stamford	Stamford	Olenbrook, Sound Beach, Darlen	4,706	4,706	.....	4,706	.....	800,000.00	800,000.00
22 West Shore Railway Co., ⁷	Mass. State Line	Mass. State Line	Line, Greenwich Line,	13,412	13,412	.....	13,412	.....	1,000,000.00	1,000,000.00
23 Willimantic Traction Co., ⁷	Torrington	Torrington	Suffield Center,	3,712	3,712	.....	3,712	.....	800,000.00	800,000.00
	Savin Rock	Savin Rock	Winsted,	.....	.....	.....	.....	.....	.....	.....
	Willimantic	Willimantic	Woodmont,	11,310	11,310	.....	11,310	.....	.....	.....
	.....	.....	Baltic,	.....	.....	.....	.....	.....	.....	.....
Total,	.....	.....	.....	575,006	109,333	.....	684,339	.....	715,920	225,462,000.00
	.....	.....	.....	.....	.....	.....	.....	.....	.....	230,454,988.00

¹ Including electric light plant.² Report for 3 months ending October 1, 1904.³ Operated by Hartford Street Ry. Co. and Conn. Ry. & Lighting Co.⁴ Operated by Hartford Street Ry. Co.⁵ Operated by Hartford Street Ry. Co.⁶ This amount does not include any authorized issue by bonds rep-⁷ This amount does not include any authorized issue by bonds rep-⁸ This amount does not include any authorized issue by bonds rep-⁹ This amount does not include any authorized issue by bonds rep-¹⁰ This amount does not include any authorized issue by bonds rep-¹¹ This amount does not include any authorized issue by bonds rep-¹² This amount does not include any authorized issue by bonds rep-¹³ This amount does not include any authorized issue by bonds rep-¹⁴ This amount does not include any authorized issue by bonds rep-¹⁵ This amount does not include any authorized issue by bonds rep-¹⁶ This amount does not include any authorized issue by bonds rep-¹⁷ This amount does not include any authorized issue by bonds rep-

TABLE No. 2.

Number.	STREET RAILWAYS.	3	4	5	6	7	8	9	10	11	12	13
		Bonds out- standing.	Floating indebted- ness.	Total stock, bonds, and floating debt.	Capital stock is- sued per mile of road owned.	Bonds is- sued per mile of road owned.	Cost of con- struction.	Cost of equipment.	Total cost of construc- tion and equipment.	Cost of construc- tion and equipment per mile of road owned.	Gross earn- ings from operation.	Operating expenses.
1	Barnford Litz. & Wat. Co.,	\$170,000.00	\$2,500.00	\$673,500.00	\$28,461.52	\$47,435.99	\$391,598.50	\$1,518.91	\$393,105.41	\$50,398.12	\$49,097.80	\$13,192.01
2	Brist. & Plam. Tram. Co.,	1200,000.00	165,000.00	562,000.00	12,997.14	17,389.52	1240,549.68	1310,355.24	1563,904.92	149,294.24	67,875.93	344,955.23
3	Cheshire St. Railway Co.,	12,770,193.88	2118,345.00	37,894,537.88	7,654.82	973,073.19	444.47	.....	444.47	68.04	1,516.91	3,339.13
4	Conn. Ry. & Light Co.,	17,300,400.00	.....	27,094,400.00	49,470.53	18,972.30	.....	.....	20,536,719.92	166,271.06	21,430,093.53	2,937,615.73
5	Concord & Haverhill St. Ry. Co.,	300,000.00	25,000.00	548,000.00	30,653.07	18,972.30	.....	.....	16,493,969.02	81,453.07	2,094,502.85	1,109,174.49
6	D. H. & Chast. St. Ry.,	300,000.00	.....	200,000.00	19,464.53	30,300.00	375,551.52	175,390.03	200,000.00	20,350.00	92,747.60	67,796.32
7	Edinboro' Tram. Co.,	300,000.00	4,362.50	101,862.50	19,464.53	30,300.00	130,932.80	57,591.33	187,514.13	19,331.35	50,961.46	48,615.05
8	Greenwich St. Ry. Co.,	320,000.00	19,692.41	689,692.41	32,185.34	34,331.78	459,924.49	201,563.55	691,488.04	70,967.40	80,505.96	47,138.88
9	Greenwich St. Ry. Co.,	375,000.00	32,500.00	862,740.00	32,185.34	19,074.26	411,237.97	151,093.11	892,301.08	43,800.68	35,192.47	18,009.99
10	H. M. & R. Tram. Co.,	200,000.00	5,000.00	505,000.00	17,754.63	11,836.42	411,714.09	194,017.85	605,731.94	35,848.40	147,794.08	113,087.46
11	Hart & Sunfield St. Ry.,	751,000.00	188,473.21	1,209,473.21	16,393.44	24,950.42	988,995.48	372,670.63	1,398,666.11	44,874.59	138,168.85	74,260.96
12	Hart & Sunfield St. Ry.,	2,810,000.00	3,810,000.00	3,810,000.00	12,842.24	36,086.71	3,059,542.15	1,022,390.14	4,081,932.29	52,430.79	961,760.81	672,565.30
13	Man'cturers' R.R. Co.,	175,000.00	13,125.00	388,125.00	10,000.00	15,081.76	30,778.85	8,810.31	48,589.16	34,391.58	11,664.60	7,831.48
14	M. S. & Comp. Tram. Co.,	600,000.00	77,325.63	1,677,325.63	38,338.96	22,997.32	1,094,417.13	605,944.30	1,700,361.43	65,172.91	84,307.09	69,981.82
15	Newington Tram. Co.,	.....	.....	10,000.00	12,978.82	.....	11,891.60	.....	11,891.60	14,870.05	107,067.13	75,341.63
16	Prox. & Danielson Ry. Co.,	.....	283,641.03	450,881.03	6,016.04	4,078.52	63,603.50	4,473.15	473,731.91	25,761.70	107,067.13	75,341.63
17	Stamford St. R. R. Co.,	75,000.00	18,000.00	68,000.00	10,634.73	.....	387,391.34	96,551.63	483,842.97	14,465.71	19,061.69	13,411.19
18	Sunfield Street Ry. Co.,	150,000.00	.....	430,000.00	21,753.14	12,085.07	387,391.34	96,551.63	483,842.97	34,953.51	49,605.84	29,958.42
19	Torr. & Winch. St. Ry.,	30,000.00	107,056.57	217,056.57	10,775.86	4,040.95	209,707.93	8,091.47	217,790.40	29,337.29	33,120.00	22,425.67
20	West Shore Ry. Co.,	240,000.00	40,000.00	480,000.00	17,841.31	21,409.45	.....	.....	480,000.00	42,818.91	.....	.....
21	Willmantic Trac. Co.,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	Willmantic Trac. Co.,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23	Willmantic Trac. Co.,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total,		\$36,536,592.88	1,056,951.44	68,043,532.32	44,503.37	53,890.31	8,735,129.59	8,290,390.65	59,313,968.21	86,673.48	5,423,616.43	3,371,030.07

¹ Includes Electric Light plant.

² Report for 3 months ending Oct. 1, 1904.

³ Business of this road consists of moving freight cars of steam railroads in New Haven.

⁴ Operated by Hartford Street Railway Co.

⁵ Operated by Consolidated Railway Co.

⁶ Operated by Hartford Street Railway Co.

⁷ Operated by Consolidated Railway Co.

⁸ Operated by Consolidated Railway Co.

⁹ Operated by Consolidated Railway Co.

¹⁰ Operated by Consolidated Railway Co.

¹¹ Operated by Consolidated Railway Co.

¹² Operated by Consolidated Railway Co.

¹³ Operated by Consolidated Railway Co.

¹⁴ Operated by Consolidated Railway Co.

¹⁵ Operated by Consolidated Railway Co.

¹⁶ Operated by Consolidated Railway Co.

¹⁷ Operated by Consolidated Railway Co.

¹⁸ Operated by Consolidated Railway Co.

¹⁹ Operated by Consolidated Railway Co.

²⁰ Operated by Consolidated Railway Co.

²¹ Operated by Consolidated Railway Co.

²² Operated by Consolidated Railway Co.

²³ Operated by Consolidated Railway Co.

TABLE 3.

Number.	STREET RAILWAYS.	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
		Net earnings.	Income from other sources.	Gross income from all sources.	Percent of operating expenses to gross earnings.	Gross earnings per mile.	Operating expenses per mile.	Net earnings per mile operated.	Gross earnings per mile run.	Operating expenses per mile run.	Net earnings per mile run.	Gross earnings per car hour.	Operating expenses per car hour.	Net earnings per car hour.	Taxes paid State.	Interest paid.
1	Brantford Lighting & Water Co., ^a	28,908.79	7,592.01	36,497.80	31.33	5,837.15	1,691.38	3,706.87	2,832	0.727	15,935	.....	.....	.....	2,880.89	17,830.83
2	Bristol & Plainville Tramway Co., ^a	22,910.67	17,911.50	40,822.17	66.20	5,881.28	3,895.12	1,986.16	2,367	1.502	07,651.73	1.14	1.059	.....	3,135.00	12,375.84
3	Cheshire Street Railway Co., ^a	1,177.81	18.98	1,196.79	73.92	691.50	511.19	180.81	1,709	1.263	04,463.27	2.05	072	.....	500.00	.....
4	Connecticut Railway & Lighting Co., ^a	582,477.80	207,389.77	789,867.57	58.08	8,172.68	4,820.50	3,352.18	2,421	1.438	09,933.13	1.25	088	.....	91,549.47	556,422.17
5	Consolidated Railway Co., ^a	845,328.36	87,057.63	932,385.99	57.75	8,495.21	4,906.08	3,589.13	2,841	1.352	09,839.00	1.21	088	.....	123,786.72	486,485.16
6	Danbury & Bethel St. Ry. Co., ^a	21,950.68	.....	24,950.68	73.00	8,719.28	6,373.63	2,345.65	2,540	1.860	06,850.29	1.67	062	.....	3,333.64	11,020.33
7	E. Hfd. & Glastonbury St. Ry. Co., ^a	.....	67.83	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	Farmington St. Ry. Co., ^a	2,346.41	.....	2,414.24	95.39	3,640.10	3,472.50	167.60	2,351	2.243	01,082.79	2.66	013	.....	867.33	1,383.33
9	Greenwich Tramway Co., ^a	33,427.08	.....	33,427.08	58.50	8,643.48	5,057.27	3,586.21	1,840	1.076	07,654.29	1.18	084	.....	3,620.24	16,480.11
10	Groton & Stonington St. Ry. Co., ^a	17,112.48	.....	17,112.48	51.37	1,786.49	916.06	870.43	2,327	1.193	11,324.74	1.40	134	.....	1,825.80	9,375.00
11	Hfd., Manchester & Rocky Hill Tram. Co., ^a	34,107.47	.....	34,107.47	76.92	6,425.92	4,425.92	1,997.85	2,912	2.240	09,728.45	2.65	080	.....	5,050.00	10,354.85
12	Hartford & Springfield St. Ry. Co., ^a	53,198.89	.....	53,198.89	68.49	4,302.35	2,458.08	1,744.22	2,143	1.193	09,650.20	1.58	112	.....	9,700.00	40,250.62
13	Hartford St. Ry. Co., ^a	289,195.61	701.80	289,897.41	69.63	10,392.37	7,197.52	3,094.85	2,066	1.445	09,211.76	1.23	053	.....	49,969.50	122,831.99
14	Manufacturers' R. R. Co., ^a	3,833.12	.....	3,833.12	67.14	5,832.30	3,915.74	1,916.56	1,660	1.318	08,421.82	1.44	038	.....	261.82	818.75
15	Mer., Southton & Comp. Tram. Co., ^a	12,922.17	.....	12,922.17	79.37	3,953.61	2,907.95	755.66	1,499	1.243	02,556	.....	.....	.....	2,332.61	9,065.57
16	Newington Tram. Co., ^a	.....	39.01	14,414.28	82.94	2,408.77	1,998.05	410.72	1,499	1.243	02,556	.....	.....	.....	1,273.65	30,533.61
17	Prov. & Danielson Ry. Co., ^a	14,375.27	.....	14,375.27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	So. Man. Ltr. Power & Tram. Co., ^a	31,755.50	.....	31,755.50	70.34	5,823.97	4,097.10	1,726.87	1,984	1.360	06,741.48	1.04	044	.....	3,297.36	17,130.28
19	Stamford St. R. R. Co., ^a	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	Sunfield St. Ry. Co., ^a	5,640.50	.....	5,640.50	70.39	4,043.38	2,849.80	1,193.57	1,565	1.102	04,632.07	1.46	061	.....	621.87	900.00
21	Torrington & Winchester St. Ry. Co., ^a	19,647.42	644.99	20,292.41	60.00	3,936.60	2,413.66	1,522.94	2,117	1.279	08,338.26	1.36	090	.....	2,220.00	7,900.00
22	West Shore Ry. Co., ^a	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23	Willimantic Trac. Co., ^a	10,693.33	.....	10,693.33	67.72	2,955.30	2,001.39	933.91	1,710	1.158	06,552.78	1.21	057	.....	2,820.00	12,015.00
Total.	.....	.....	322,324.03	2,366,310.39	62.31	7,175.51	4,471.48	2,704.33	2,360	1.408	08,852.10	1.31	079	.....	309,034.60	1,264,137.34

^a Includes electric light plant. ^b Report for 3 months ending Oct. 1, 1904. ^c Includes gas and electric properties. ^d Operated by Hartford St. Ry. Co. ^e Business of this company consists of moving freight cars of steam railroads in New Haven. ^f Operated by Hartford St. Ry. Co. and Conn. Railway & Lighting Co. ^g Operated by Hartford, Manchester & Rockyville Tramway Co. ^h Operated by Consolidated Railway Co.

TABLE No. 4.

Number.	STREET RAILWAYS.	29 Dividend paid.	30 Total car mileage.	31 Total car hours.	32 Fare passengers carried.	33 Fare passengers per mile run.	34 Fare passengers per car hour.	35 Fare passengers per mile of main track operated.	36 Number of em- ployees.	ACCIDENTS.	
										Killed.	Injur'd.
1	Branford Lighting & Water Co.,	6,000.00	181,273	No record.	841,856	4.64	...	107,948	65	...	3
2	Bristol & Plainville Tramway Co.,	9,000.00	299,369	89,238	1,874,155	4.60	35	119,069	5	...	3
3	Cheshire Street Railway Co., ¹	...	36,439	1,629	89,648	3.89	56.03	13,794	5	...	2
4	Connecticut Railway & Lighting Co.,	...	5,864,108	666,507	28,851,896	4.92	43.56	163,163	918	4	108
5	Consolidated Railway Co.,	...	8,646,417	967,430	38,778,053	4.48	40.08	162,780	1,440	11	216
6	Danbury & Bethel Street Railway Co.,	900,000.00	363,846	40,427	1,668,863	4.67	42.02	160,712	46	1	9
7	East Hartford & Glastonbury Street Railway Co., ²	...	...	...	...	...	...	...	...	...	...
8	Farmington Street Railway Co.,	...	216,718	18,214	379,668	1.76	20.84	27,118	28	2	...
9	Greenwich Tramway Co.,	...	487,716	18,876	1,564,915	3.64	39.90	171,109	40	1	12
10	Groton & Stonington Street Railway Co.,	...	150,902	12,789	1,744,807	4.93	55.24	57,864	56	...	...
11	Hartford, Manchester & Rockville Tramway Co.,	...	507,346	42,757	1,276,640	2.63	29.90	72,833	75	...	15
12	Hartford & Springfield Street Railway Co.,	...	684,026	47,940	2,390,787	3.99	50.50	78,364	60	2	2
13	Hartford Street Railway Co., ³	45,000.00	4,654,628	545,686	18,366,951	4.04	34.46	196,468	692	4	61
14	Manufacturers' Railroad Co., ⁴	...	...	...	...	...	...	...	...	...	...
15	Meriden, Southington & Compounce Tram. Co.,	...	376,665	34,298	1,316,020	3.22	35.45	71,162	40	1	6
16	Newington Tramway Co.,	...	532,249	...	1,664,743	2.73	...	36,136	69	...	...
17	Providence & Danielson Railway Co.,	...	...	...	...	...	...	...	...	...	...
18	So. Manchester Light, Power & Tramway Co., ⁵	...	553,738	71,004	2,408,042	4.51	51.71	138,735	44	1	7
19	Stamford Street Railroad Co.,	...	191,670	9,173	385,912	2.92	38.40	75,629	...	...	...
20	Stamford Street Railway Co.,	9,000.00	...	21,898	1,011,215	4.81	46.09	81,470	28	...	...
21	Torrington & Wilbury Street Railway Co.,	9,500.00	234,280	...	...	...	...	...	...	...	...
22	W. Shore Railway Co.,	4,000.00	...	18,354	671,514	5.46	...	59,903	18	1	...
23	Willimantic Traction Co.,	...	198,702	...	...	...	...	...	...	...	...
Total,		975,500.00	23,989,115	9,577,731	102,894,160	4.99	39.91	136,136	3,607	26	437

¹ Report for 3 months ending October 1, 1904. ² Operated by Hartford Street Railway Co. ³ Business of this Road consists of moving freight cars of steam railroads in New Haven. ⁴ Operated by Hartford Street Railway Co. and Connecticut Railway & Lighting Co. ⁵ Operated by Hartford, Manchester & Rockville Tramway Co.

SUMMARY OF TABLES REFERRING TO STREET RAILWAYS.

	1904	1905	Increase.	Decrease.
Capital stock outstanding,	\$30,859,748.00	\$30,454,988.00	.....	\$204,760.00
Bonds outstanding,	22,207,342.27	86,586,592.88	\$14,329,250.61	.....
Floating indebtedness,	2,540,189.37	1,056,951.44	.....	1,483,237.86
Cost of construction and equipment, . .	55,575,089.57	59,313,268.21	3,738,181.64	.....
Gross earnings,	4,924,151.46	5,423,616.43	499,464.97	.....
Operating expenses,	3,287,113.55	3,379,630.07	92,516.52	.....
Net earnings,	1,637,037.91	2,045,986.35	406,948.45	.....
Dividends,	120,050.00	275,500.00	155,450.00	.....
Interest paid,	876,658.99	1,364,137.34	487,478.35	.....
Taxes paid State,	260,046.07	309,034.60	48,988.53	.....
	Miles.	Miles.	Increase.	Decrease.
Length of road exclusive of sidings, . .	669.334	684.330	14.996	.....
" " " including sidings, . .	700.855	715.920	15.065	.....
Miles run,	22,750,560	23,969,115	1,238,555	.....
Fare passengers carried,	93,111,402	102,894,160	9,782,758	.....
Number of employees,	3,297	3,607	310	.....
Number of persons injured fatally, . .	23	28	5	.....
" " " not fatally, . .	860	437	77	.....

Names of Railroad Commissioners, Commencement of Term, and Residence.

Zaccheus W. Bissell,*	Sharon,	1853	
Moses B. Harvey,*	Stafford,	1853	
John Sewart,*	Chatham,	1853	resigned.
James N. Palmer,*	New Haven,	1854	to fill vacancy.
John Gould,*	Fairfield,	1854	
John S. Jewett,*	Sharon,	1855	
Henry Hammond,*	Killingly,	1856	
Patten Fitch,*	Bolton,	1857	
John Gould,*	Fairfield,	1858	
George D. Wadhams,*	Torrington,	1859	
Henry Hammond,*	Killingly,	1860	
Joseph W. Dudley,*	Madison,	1861	
John J. Jacques,*	Waterbury,	1862	to fill vacancy.
Abel Scranton,*	Madison,	1863	
Samuel Fitch,*	Stafford,	1863	
Abel Scranton,*	Madison,	1864	
William A. Cummings,*	Darien,	1865	
Samuel Fitch,*	Stafford,	1866	
Albert Austin,*	Suffield,	1867	
James Pike,*	Sterling,	1868	
Charles H. Denison,*	Stonington,	1869	resigned.
Simeon Gallup,	Groton,	1870	to fill vacancy.
John I. Hutchinson,	Essex,	1870	
James Pike,*	Sterling,	1871	resigned.
Simeon Gallup,	Groton,	1872	to fill vacancy.
Andrew Northrop,*	Brookfield,	1872	
Charles W. Scott,*	Sprague,	1873	to fill vacancy.
George W. Arnold,*	Haddam,	1873	
George M. Woodruff,	Litchfield,	1874	
Minott A. Osborn,*	New Haven,	1875	
George W. Arnold,*	Haddam,	1876	
George M. Woodruff,	Litchfield,	1877	
John W. Bacon,	Danbury,	1877	to fill vacancy.
John W. Bacon,	Danbury,	1878	
Francis A. Walker,*	New Haven,	1879	resigned Nov.
William H. Hayward,	Colchester,	1880	to fill vacancy.
George M. Woodruff,	Litchfield,	1880	
John W. Bacon,	Danbury,	1881	
William H. Hayward,	Colchester,	1882	
George M. Woodruff,	Litchfield,	1883	
John W. Bacon,	Danbury,	1884	
William H. Hayward,	Colchester,	1885	
George M. Woodruff,	Litchfield,	1886	
William O. Seymour,	Ridgefield,	1887	
George M. Woodruff,	Litchfield,	1889	
William H. Hayward,	Colchester,	1889	
William O. Seymour,	Ridgefield,	1891	
George M. Woodruff,	Litchfield,	1893	
Alex. C. Robertson,	Montville,	1893	
William O. Seymour,	Ridgefield,	1895	
Orsamus R. Fyler,	Torrington,	1897	
Washington F. Willcox,	Chester,	1897	
William O. Seymour,	Ridgefield,	1899	
Orsamus R. Fyler,	Torrington,	1901	
Washington F. Willcox,	Chester,	1901	
William O. Seymour,	Ridgefield,	1903	
Andrew F. Gates,	Hartford,	1905	
Orsamus R. Fyler,	Torrington,	1905	

Clerk,.....HENRY F. BILLINGS,

HARTFORD, CONN

OFFICE, Nos. 41 and 43 State Capitol, Hartford.

* Deceased.

CONTENTS OF TABLES.

STEAM RAILROADS.

- 1 Names of roads and branches.
- 2 Date when chartered.
- 3 " " opened for use.
- 4 Location of road.
- 5 Length of main line and branches.
- 6 " " double track.
- 7 " " third track.
- 8 " " fourth track.
- 9 " " sidings.
- 10 " " road, single track, miles.

CAPITAL STOCK.

- 11 Total amount authorized.
- 12 " " issued for cash.
- 13 " " " bonds.
- 14 " " " stocks of other corporations.
- 15 " " " undivided earnings.
- 16 " " " increased valuation.
- 17 " " otherwise issued.
- 18 " " " "
- 19 " " " per last report.
- 20 " " " " mile of road.
- 21 " " held in Connecticut.
- 22 " " " " per last report.
- 23 " number of stockholders in Connecticut.
- 24 " " " " per last report.

DEBT.

- 25 Amount of funded debt.
- 26 Current liabilities.
- 27 Total debt.
- 28 " " per last report.
- 29 Funded debt per mile of road.
- 30 Total stock and debt.

PROPERTY ACCOUNT.

- 31 Cost of road.
- 32 " equipment.
- 33 Bonds and stocks.
- 34 Other permanent investments.
- 35 Cash and current assets.
- 36 Other assets.
- 37 Total.
- 38 Cost of road per mile.

GROSS EARNINGS.

- 39 Total.
- 40 " per last report.
- 41 " " mile of road operated.
- 42 " " " run.

NET EARNINGS.

- 43 Total.
- 44 " per last report.
- 45 " " mile of road operated.
- 46 " " " run.

DIVIDENDS.

- 47 Total amount paid.
- 48 " " " per last report.
- 49 Capital stock on which dividends were paid.
- 50 " " " no dividends were paid.
- 51 Paid for taxes.
- 52 " interest.
- 53 " insurance.

OPERATING EXPENSES.

- 54 Maintenance of way and structures.
- 55 " " equipment.
- 56 Conducting transportation.
- 57 General expenses.
- 58 Total.
- 59 " miles operated.
- 60 " per mile of road operated.
- 61 " " " run.

MAINTENANCE OF WAY AND STRUCTURES.

- 62 Repairs of roadway.
- 63 Renewals of rails.
- 64 " " ties.

- 65 Repairs and renewals of bridges and culverts.
- 66 " " " " fences, road-crossings, signs, and cattleguards.
- 67 " " " " buildings and fixtures.
- 68 " " " " docks and wharves.
- 69 " " " " telegraph.
- 70 Stationery and printing.
- 71 Other expenses.
- 72 Total.
- 73 Per mile of road operated.
- 74 " " run.

MAINTENANCE OF EQUIPMENT.

- 75 Superintendence.
- 76 Repairs and renewals of locomotives.
- 77 " " " passenger cars.
- 78 " " " freight cars.
- 79 " " " work cars.
- 80 " " " marine equipment.
- 81 " " " shop machinery and tools.
- 82 Stationery and printing.
- 83 Other expenses.
- 84 Total.
- 85 Per mile of road operated.
- 86 " " run.

CONDUCTING TRANSPORTATION.

- 87 Superintendence.
- 88 Engine and roundhouse men.
- 89 Fuel for locomotives.
- 90 Water supply for locomotives.
- 91 Oils, tallow, and waste for locomotives.
- 92 Other supplies for locomotives.
- 93 Train service.
- 94 Train supplies and expenses.
- 95 Switchmen, flagmen, and watchmen.
- 96 Telegraph expenses.
- 97 Station service.
- 98 " supplies.
- 99 Switching charges balance.
- 100 Car mileage balance.
- 101 Hire of equipment.
- 102 Loss and damage.
- 103 Injuries to persons.
- 104 Clearing wrecks.
- 105 Operating marine equipment.
- 106 Advertising.
- 107 Outside agencies.

- 108 Commissions.
- 109 Stock yards and elevators.
- 110 Rents for tracks, yards, and terminals.
- 111 " of buildings and other property.
- 112 Stationery and printing.
- 113 Other expenses.
- 114 Total.

GENERAL EXPENSES.

- 115 Salaries of general officers.
- 116 " clerks and attendants.
- 117 General office expenses and supplies.
- 118 Insurance.
- 119 Law expenses.
- 120 Stationery and printing (general offices).
- 121 Other expenses.
- 122 Total.

PASSENGER TRAFFIC.

- 123 Number of passengers carried.
- 124 " " per last report.
- 125 " " one mile.
- 126 Average distance carried.
- 127 Total passenger revenue.
- 128 Average amount received from each passenger.
- 129 Average receipts per passenger per mile.
- 130 Total passenger earnings.
- 131 " " " per mile of road.
- 132 " " " " train mile.

FREIGHT TRAFFIC.

- 133 Tons of freight carried.
- 134 " " per last report.
- 135 " " one mile.
- 136 Average distance haul of one ton.
- 137 Total freight revenue.
- 138 Average amount received for each ton of freight.
- 139 " receipts per ton per mile.
- 140 Total freight earnings.
- 141 " " " per mile of road.
- 142 " " " " train mile.

FUEL FOR LOCOMOTIVES.

- 143 Number of tons of coal.
- 144 Average cost per ton.
- 145 Number of cords of wood.
- 146 Average cost per cord.
- 147 Total tons of fuel consumed.
- 148 " miles run.
- 149 Average pounds consumed per mile run.

MILEAGE AND EMPLOYEES.

150	Miles run by passenger trains earning revenue.
151	“ “ freight “ “ “
152	“ “ mixed train earning revenue.
153	Total revenue mileage.
154	Mileage of non-revenue trains.
155	Total mileage of all trains.
156	“ per last report.
157	Number employees, including officers.
158	“ “ “ “ per last report.

EQUIPMENT.

159	Number of locomotives.
160	“ “ with train brake.
161	“ cars in passenger service.
162	“ freight and other cars.
163	Total.
164	“ per last report.
165	Passenger cars with train brake.
166	Freight “ “ “ “
167	Passenger cars with automatic couplers.
168	Freight “ “ “ “

STATIONS.

169	On main line and branches.
170	In Connecticut.
171	Average number of miles for each station in Connecticut.

RAILS.

172	Miles of steel.
173	“ iron.
174	Number of new ties laid during the year.

HIGHWAY CROSSINGS IN CONNECTICUT.

175	At grade.
176	“ per last report.

GENERAL PERCENTAGE.

177	Gross earnings to capital and debt.
178	Net “ “ “ “
179	“ “ “ permanent investments.
180	“ “ “ gross earnings.
181	Operating expenses to gross earnings.
182	Passenger revenue “ “
183	Freight “ “ “

ACCIDENTS IN CONNECTICUT.

184	Passengers.	
185	Employees.	
186	Trespassers.	
187	Others.	
188	Total.	
189	Fatal.	
190	Not fatal.	
191	At highway crossings — fatally.	
192	“ “ — not fatally.	
193	Employees injured by falling from trains or engines.	
194	“ “ “ coupling or uncoupling.	
195	“ “ “ overhead obstruction.	
196	“ “ “ other causes.	
197	“ “ fatally.	
198	“ “ not fatally.	
199	Passengers “ fatally.	
200	“ “ not fatally.	
201	Trespassers “ fatally.	
202	“ “ not fatally.	
203	Others “ fatally.	
204	“ “ not fatally.	

Comparative statements for five years, pp. 93-105.

Summary of tables referring to steam railroads, p. 106.

STREET RAILWAY TABLES.

Table No. 1,	page 108-111.
“ “ 2,	“ 112.
“ “ 3,	“ 113.
“ “ 4,	“ 114.
“ summary of,	“ 115.

RAILROAD RETURNS.



BOSTON & NEW YORK AIR LINE R. R. CO.

History.

Name of common carrier making this report: Boston and New York Air Line Railroad Company.

Date of organization, June, 1875.

Under laws of what Government, State, or Territory organized: Laws of the State of Connecticut. Special Laws of Conn., vol. 7, p. 885; vol. 8, pp. 17, 288; vol. 9, p. 1009; Conn. Special Acts, 1875, p. 178; 1879, p. 137.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized: Originally The New Haven, Middletown and Willimantic Railroad Company. Special Laws of Conn., vol. 6, pp. 286, 329, 462, 577, 613, 652, 794, 807; vol. 7, pp. 2, 31, 145, 273, 543, 554, 555, 767. United States Statutes at Large, vol. 15, p. 272. Special Acts of Conn., 1872, p. 190; 1874, p. 271. Conn. Public Acts, 1874, chap. 64, General Statutes of Conn., sec. 3820.

What carrier operates the road of this company: The New York, New Haven and Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Date of Expiration of Term.
THOMAS L. WATSON,	New York, N. Y.,	1st Tuesday June, 1906.
GEORGE J. BRUSH,	New Haven, Conn.,	" "
ARTHUR D. OSBORNE,	" "	" "
O. VINCENT COFFIN,	Middletown, "	" "
*JOHN M. HALL,	New Haven, "	" "
JUSTUS S. HOTECHKISS,	" "	" "
D. NEWTON BARNEY,	Hartford, "	" "
CHARLES S. MELLEN,	New Haven, "	" "
CHARLES F. BROOKER,	Ansonia, "	" "
†H. M. KOCHERSPERGER,	New Haven, "	" "

Total number of stockholders at date of last election: Common, 184; preferred, 414.

Date of last meeting of stockholders for election of directors: June 6, 1905.

Post-office address of general office: New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: A. S. May, Treasurer, New Haven, Conn.

*Died January 27, 1905.

†In place of J. M. Hall, deceased.

Officers.

Title.	Name.	Location of Office.
President,	CHARLES S. Mellen,	New Haven, Conn.
Vice-President,	CHARLES F. BROOKER,	Ansonia, "
Secretary,	JOHN G. PARKER,	New Haven, "
Treasurer,	A. S. MAY,	" "
Assistant Treasurer,	T. F. PARADISE,	" "

Property Leased, or Otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the income account, p. 135.

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From —	To —			
Boston & New York Air Line.	New Haven.	Willimantic.	New York, New Haven & Hartford R. R. Co.	Lease.	52.96

Property Leased, or Otherwise Controlled for Operation.

The Boston and New York Air Line Railroad was leased to the New York, New Haven and Hartford Railroad Company for 99 years from October 1, 1882, at an annual rental of \$120,000, and interest on its bonds and the bonds of the Colchester Railway Company, the road of the latter company being leased to the Boston and New York Air Line Railroad Company and included in the lease of the Boston and New York Air Line Railroad to the New York, New Haven and Hartford Railroad Company.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common, . .	10,000	\$100.00	\$1,000,000	\$898,900.00	None.	.....
Preferred, . .	80,000	100.00	8,000,000	2,998,500.00	4 per ct.	\$119,940
Scrip, . .	.....	.....	.....	10,568.88	.....	.....
Total, . .	40,000	.....	\$4,000,000	\$3,907,968.88	.....	\$119,940

Capital Stock.—Continued.

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for conversion of First Mortgage Bonds of the New Haven, Middletown & Willimantic Railroad Company, preferred,	29,985	\$2,998,500.00
Common Stock issued for redeemed and unpaid coupons from bonds converted and in satisfac- tion of legal and equitable claims against the New Haven, Middletown & Willimantic Rail- road Company,	8,989	898,900.00
Scrip, . . . . .	.....	10,568.88
Total,	38,974	\$3,907,968.88

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
First Mortgage,	1880	1905	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
5 per cent.	February and August.	\$25,000.00	\$25,000.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bonds,	\$500,000.00	\$500,000.00	\$25,000.00	\$25,000.00

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1905.
Cash, \$3,148.18	Audited Vouchers and Accts., \$491.56
Total Cash and Current Assets, 2,148.18	Bal. Cash Assets, 1,656.62
	Total, \$3,148.18

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 132),	\$3,907,968.88	\$3,907,968.88	52.26	\$74,779.00
Bonds (p. 133), . . .	500,000.00	500,000.00	52.26	9,567.00
Total,	\$4,407,968.88	\$4,407,968.88	.....	\$84,346.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1904.	Total Cost to June 30, 1905.	Cost Per Mile.
Total Equipment,	\$129,931.94	\$129,931.94	.....
Total Construction, . . .	4,488,525.83	.....	\$85,888.35
Grand Total Cost Construction, Equipment, etc.,	\$4,618,457.27	\$129,931.94	\$85,888.35

Does the absence of any entry under the heading "Included in Operating Expenses" mean that no expenditure for permanent improvements or betterments have been charged to Operating Expense accounts: Yes.

Income Account.

Income from lease of road,	\$146,690.00
Dividends on stocks owned,	\$2,413.00
Interest on bonds owned,	368.59
Miscellaneous income,	288.98
Income from other sources,	3,070.57
Total income,	\$149,760.57
Deductions from income:	
Interest on funded debt accrued, (p. 133),	\$25,000.00
Rents paid for lease of road,	1,750.00
Total deductions from income,	26,750.00
Net income,	\$123,010.57
Dividends, 4%, preferred stock,	\$119,940.00
Total,	\$119,940.00
Surplus from operations of year ending June 30, 1905,	\$3,070.57
Surplus on June 30, 1904 [from "General Balance Sheet," 1904 Report],	248,869.40
Surplus on June 30, 1905, [for entry on "General Balance Sheet," p. 137],	\$251,939.97

Stocks Owned.

(a) Railway Stocks:

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
771 shares Penn. R. R. Co., par value \$50,	\$38,500.00	6%	{ 1,156.50 }	\$40,879.50
10 shares N. Y., N. H. & H. R. R. Co.,	10,000.00	8%	{ 1,156.50 }	1,960.00
Total, . . . . .	.....	.....	\$2,413.00	\$42,839.50

(b) Other Stocks: None.

Bonds Owned.

(a) Railway Bonds:

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
Evansville & Terre Haute R.R. Co.,	\$2,000.00	5%	\$100.00	\$2,150.00
Naugatuck R. R. Co.,	3,000.00	8½%	105.00	3,000.00
N. Y., N. H. & H. R. R. Co. (1954),	1,000.00	8½%	85.00	945.00
Consolidated Railway Co. and Accrued Interest,	1,000.00	4%	23.33	1,000.00
Total, . . . . .	.....	.....	\$263.33	\$7,095.00

(b) Other Bonds:

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
Town of Muskegan, Mich., {	\$4,000.00 5,000.00	6% 5% }	\$105.26	\$1,776.63
Total, . . . . .	.....	.....	\$105.26	\$1,776.63
Grand Total, a and b . . . . .	.....	.....	368.59	\$8,871.63

Miscellaneous Income.

Item.	Gross Income.	Expenses.	Net Miscellaneous Income.
Rent of property in Middletown, Ct., . .	\$148.86 194.62	\$22.00 27.00	\$121.86 167.62
Total, . . . . .	.....	.....	\$288.98

Rentals Paid.

Rents paid for lease of road:

Name of Road.	Interest on Bonds Guaranteed.	Total.
Colchester Railway,	\$1,750.00	\$1,750.00

Comparative General Balance Sheet.

Total June 30, 1904.	Assets.	Total June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$4,488,525.83	Cost of Road (p. 184), . .	\$4,488,525.83	.....	.....
129,981.94	Cost of Equipment (p. 184), . .	129,981.94	.....	.....
42,839.50	Stocks owned (p. 185), . .	42,839.50	.....	.....
7,871.63	Bonds owned (p. 185), . .	8,871.63	\$1,000.00	.....
77.61	Cash and current assets, . .	2,148.18	2,070.57	.....
\$4,669,246.01	Grand Total,	\$4,672,316.58	\$3,070.57	.....

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$3,907,968.88	Capital Stock (p. 182), .	\$3,907,968.88	.....	.....
500,000.00	Funded Debt (p. 183), .	500,000.00	.....	.....
491.58	Current Liabilities (p. 184), .	491.58	.....	.....
1,500.00	Bonds of the N. H. & M. & W. R. R. Co., outstanding, converted into stock, .	1,500.00	.....	.....
10,416.67	Accrued Interest on Funded Debt not yet payable, .	10,416.67	.....	.....
248,869.40	Profit and Loss (p. 185), .	251,939.97	\$3,070.57	.....
\$4,669,246.01	Grand Total, . . .	\$4,672,316.58	\$3,070.57	.....

Important Changes During the Year.

None.

Contracts, Agreements, etc.

None.

Security for Funded Debt.

Class of Bond or Obligation.	WHEAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From —	To —	Miles.	
First Mortgage.	New Haven	Willimantic.	52.26	\$9,567.00

Employees and Salaries.

Included in report of N. Y., N. H. & H. R. R. Co.

Description of Equipment.

Included in report of N. Y., N. H. & H. R. R. Co.

Mileage.

Mileage of line owned, by States and Territories:

State or Territory.	Line Represented by Capital Stock. Main Line.	Total Mileage Owned.	Steel Rail.
Connecticut,	52.26	52.26	52.26

Characteristics of Road.

Included in report of N. Y., N. H. & H. R. R. Co.

Gauge of track, 4 feet 8½ inches, 52.26 miles.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, C. S. Mellen, President, and A. S. May, Treasurer, of the Boston & New York Air Line Railroad Company, on our oath, do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief, and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

C. S. MELLEN, *President.*

A. S. MAY, *Treasurer.*

Subscribed and sworn to before me, this 22d day of Sept., 1905.

ARTHUR W. BOWMAN,
Notary Public.

CENTRAL NEW ENGLAND RAILWAY COMPANY.

History.

Name of common carrier making this report: Central New England Railway Company.

Date of organization: January 12, 1899.

Under laws of what Government, State, or Territory organized: General Railroad Laws of the State of New York.

If a consolidated company, name the constituent companies: The Central New England Railway Company is the successor, through reorganization after foreclosure, of the Philadelphia, Reading and New England Railroad. Judgment of foreclosure and sale, June 27, 1898. Purchase by reorganization committee, October 6, 1898. Certificate of incorporation, January 12, 1899.

The Philadelphia, Reading and New England Railroad Company was organized August 1, 1892, and was a merger of the Poughkeepsie Bridge Company, incorporated in New York May 31, 1871, and the Central New England and Western Railroad Company, formed July 22, 1889, by consolidation of the Hudson Connecting Railroad Company and the Poughkeepsie and Connecticut Railroad Company, date July 22, 1889, and August 1, 1892.

Date and authority for each consolidation: July 22, 1889, and August 1, 1892. Railroad Incorporation Laws of the State of New York.

Organization.		
Names of Directors.	Post-office Address.	Date of Expiration of Term.
CHARLES S. MELLER,	New Haven, Conn.	November 4, 1905.
J. PIERPONT MORGAN,	New York City, N. Y.	" "
GEO. MACCULLOCH MILLER,	" " "	" "
EDWIN MILNER,	Moosup, Conn.	" "
GEORGE J. BRUSH,	New Haven, Conn.	" "
WILLIAM SKINNER,	Holyoke, Mass.	" "
D. NEWTON BARNEY,	Farmington, Conn.	" "
WILLIAM ROCKEFELLER,	New York City, N. Y.	" "
FRANK W. CHENEY,	South Manchester, Conn.	" "
H. MCKAY TWOMBLEY,	New York City, N. Y.	" "
CHESTER W. CHAPIN,	" " "	" "

Total number of stockholders at date of last election: Common, 45; preferred, 211.

Date of last meeting of stockholders for election of directors: November 2, 1904.

Post-office address of general office: New Haven, Conn.

Post-office address of operating office: Hartford, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: Robert T. Bird, Auditor, Hartford, Conn.

Officers.

Title.	Name.	Location of Office.
President,	CHARLES S. MELLER,	New Haven, Conn.
Vice-President,	EDWIN MILNER,	Moosup, Conn.
Secretary,	J. G. PARKER,	New Haven, Conn.
Treasurer,	A. S. MAY,	" "
Attorney,	E. G. BUCKLAND,	" "
Auditor,	ROBERT T. BIRD,	Hartford, Conn.
General Manager,	LEVERETT S. MILLER,	" "
Chief Engineer,	W. B. CHAPIN,	" "
Superintendent,	J. F. HEDDEN,	" "
General Freight Agent,	W. H. SEELEY,	" "
General Passenger Agent,	W. H. SEELEY,	" "

Property Operated.

Name of every railroad the operations of which are included in the Income Account:

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each Class of Roads Named.
	From—	To—		
1. Central New England.	Campbell Hall	Silvernails	57.60	57.60
2. Hartford & Conn. Western.	Hartford	Rhinecliff	109.75	.....
	Tariffville	Agawam Junc.	14.31	.....
Dutchess County.	Poughkeepsie	Hopewell	12.40	126.86
5. Newburgh, Dutchess & Conn.	State Line	Millerton	1.25	.....
Boston & Albany.	Agawam Junc.	Springfield	8.50	4.75
Total Mileage Opened,			198.71	198.71

No. 1. By agreement this Company leased to the New York, New Haven & Hartford R. R. Co. an undivided one-half interest in its railroad and railroad property between Poughkeepsie Junction and Campbell Hall, N. Y., for one year from December 1, 1904. Distance 31.1 miles.

No. 3. By agreement the lease of the Dutchess County R. R. was assigned to the New York, New Haven & Hartford R. R. Co. for one year from December 1, 1904. Distance 12.40 miles.

No. 5. This Company ceased to operate the branch of the Newburgh, Dutchess & Connecticut R. R. between State Line and Millerton, N. Y., as from October 1, 1904. Distance 1.25 miles.

Name of all Coal, Bridge, Canal, or other Properties.

None.

Property Leased, or Otherwise Assigned for Operation.

None.

Property Leased, or Otherwise Controlled for Operation.

A controlling interest in the capital stock and general mortgage bonds of the Central New England Railway Company is owned by the New York, New Haven & Hartford Railroad Company, but this road is not leased to or operated by that company. This company operates its own road.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . .	34,500	\$100	\$3,450,000.00	\$3,450,000.00
Preferred, . .	31,500	100	3,150,000.00	3,150,000.00
Total, . .	66,000	....	\$6,600,000.00	\$6,600,000.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.
Issued for Reorganization—Common,	34,500
Issued for Reorganization—Preferred,	31,500
Total,	66,000

Remarks. — Issued in exchange for stock of Philadelphia, Reading & New England Railroad Company.

Funded Debt.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
1st Mortgage,	1899	1919	\$1,250,000.00	\$1,060,000.00	\$1,060,000.00	\$974,000.00
Gen. Mtgs.,*	1899	1949	7,250,000.00	7,250,000.00	7,250,000.00	.....
Total, .			\$8,500,000.00	\$8,310,000.00	\$8,310,000.00	\$974,000.00

* Issued in exchange for bonds of the Philadelphia, Reading & New England Railroad Company.

NOTE.—101 First Mortgage Bonds issued in exchange for securities of the East Granby & Suffield Railroad, par value \$101,000.00.

Funded Debt.—Continued.

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
5 per cent.	February and August, . .	\$58,000.00	\$58,000.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mort. Bonds (p. 141),	\$1,060,000.00	\$1,060,000.00	\$58,000.00	\$58,000.00
Income Bonds (p. 141),	7,250,000.00	7,250,000.00	.....	.....
Total, . . .	\$8,310,000.00	\$8,310,000.00	\$58,000.00	\$58,000.00

Receiver's Certificates.

None.

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1905.
Cash, \$97,155.58	Loans and Bills Payable, . \$150,000.00
Due from Agents, . . . 50,160.61	Audited Vouchers and
Due from Solvent Companies and Individuals, . . 24,004.85	Accounts, 29,270.75
Net Traffic Balances Due from other Companies, . . 8,325.51	Wages and Salaries, . . 6,746.11
Total Cash and Current Assets, . . . 179,646.05	Miscellaneous, 5,178.09
Balance Current Liabilities, . . . 11,548.90	Total—Current Liabilities, \$191,194.95
Total, \$191,194.95	Total, \$191,194.95

Materials and supplies on hand, \$33,332.39.

Recapitalation.

(a) For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 141), .	\$6,600,000.00	\$6,600,000.00	57.60	\$114,588.00
Bonds (p. 141), . . .	8,810,000.00	8,810,000.00	57.60	144,271.00
Total, . . .	\$14,910,000.00	14,910,000.00	57.60	\$258,854.00

(b) For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the Income Account, p. 144:

Name of Road.	Capital Stock.	Funded Debt.	Total.	AMT. PER MILE OF LINE.	
				Miles.	Amount.
Central New England,	\$6,600,000.00	\$8,810,000.00	\$14,910,000.00	57.60	\$258,854.00
Hartford & Conn. Western,	2,714,000.00	700,000.00	3,414,000.00	128.96	27,541.00
Dutchess County,	800,000.00	850,000.00	650,000.00	12.40	52,419.00
Grand Total,	\$9,614,000.00	\$9,860,000.00	\$18,974,000.00	198.96	\$97,824.00

NOTE. — By agreement the lease of the Dutchess County R. R. Co. was assigned to the New York, New Haven & Hartford R. R. Co., for one year from Dec. 1, 1904.

Cost of Road, Equipment, and Permanent Improvements.

Item.	EXPENDITURES DURING YEAR.		Total Cost to June 30, 1904.	Total Cost to June 30, 1905.	Cost per Mile.
	Included in Operating Expenses.	Not included in Operating Expenses Charged to Construction or Equipment.			
Construction :					
Grading,		\$27,969.12			
Ties,		9,113.71			
Ball,		19,740.90			
Track Fastenings,		1,070.26			
Frogs and Switches,		2,508.13			
Ballast,		819.50			
Track Laying and Surfacing,		21,965.13			
Station Buildings and Fixtures,		2,632.05			
Water Stations,		883.69			
Miscellaneous Structures,		34,276.69			
Total Construction,		\$121,065.17	\$12,444,517.05	\$12,565,589.22	\$218,152.47
Equipment,					
Locomotives,	\$42,000.00	62,291.25			
Caboose Cars,		9,941.89			
Sale of Locomotives,	\$12,530.00				
Cars Destroyed,	811.50				
Adjustment of book value of Equipment to actual inventory value of C. N. E. Ry. Equipment,	180,106.14				
	\$143,447.64	143,447.64			
Total Equipment,	\$42,000.00	\$71,214.50	\$361,851.00	\$390,638.50	\$5,045.77
Total Construction,		121,065.17	12,444,517.05	12,565,589.22	218,152.47
Grand Total Cost Construction, Equipment, etc.,	\$42,000.00	\$49,850.67	\$12,806,368.05	\$12,856,218.72	\$223,198.24

Does the absence of any entry under the heading "Included in Operating Expenses" mean that no expenditures for permanent improvements or betterments have been charged to Operating Expense Accounts: Yes.

Do the amounts entered under the heading "Included in Operating Expenses" cover all expenditures for permanent improvements or betterments charged to Operating Expense Accounts: Yes.

Income Account.

Gross earnings from operation,	\$979,439.43	
Less operating expenses,	953,635.30	
Income from operation,	\$25,804.13	\$25,804.13
Dividends on stocks owned,	27,800.00	
Miscellaneous income,	54,710.22	
Income from other sources,	\$82,510.22	\$82,510.22
Total income,		\$108,314.35

Income Account.—Continued.**Deductions from income:**

Interest on funded debt accrued,	\$53,000.00
Interest on interest-bearing current liabilities, etc.,	4,344.76
Interest on real estate mortgages,	218.76
Rents paid for lease of road,	117,684.17
Taxes,	19,558.02

Total deductions from income,	\$194,805.71	194,805.71
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Deficit,		\$86,491.36
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Deficit from operations of year ending June 30, 1905,		\$86,491.36
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Surplus on June 30, 1904 [from "General Balance Sheet," 1904 Report],		40,301.90
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Deductions for year,		181,231.52
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Deficit on June 30, 1905 [for entry on "General Balance Sheet," p. 149],		\$227,420.98
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Profit and Loss Account.**Explanation of deductions for the year:**

	Profit and Loss.
Adjustment—General Stores Supplies,	\$5,935.92
Extraordinary Repairs to Locomotives,	45,189.46
Equipment % to meet inventory value C. N. E. Ry. Equipment,	130,106.14
	\$181,231.52

Earnings from Operation.

Item.	Total Receipts.	Deductions, Acct. of Repay- ments, etc.	Actual Earnings.
Passenger—Passenger Revenue,	\$312,061.89		
Less Repayments—Tickets Redeemed,		\$464.07	
Excess Fares Refunded,		697.55	
Total Deductions,		\$1,161.62	
Total Passenger Revenue,			\$210,900.27
Mail,			10,082.08
Express,			28,749.64
Other Items, Milk,			88,822.57
Total Passenger Earnings,			\$278,554.51
Freight—Freight Revenue,	\$694,499.87		
Less Repayments:			
Overcharge to Shippers,		\$8,888.72	
Total Deductions,		\$8,888.72	
Total Freight Revenue,			\$685,611.15
Total Passenger and Freight Earnings,			\$964,165.66
Other Earnings from Operation:			
Rents not otherwise provided for,			\$8,016.52
Other sources, Car Service and Switching			9,257.25
Total other Earnings,			15,278.77
Total Gross Earnings from Operation, Entire Line,			\$979,439.43

Stocks Owned.

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Hartford & Conn. West. R. R. Co.,	\$1,890,000	2%	\$27,800.00	\$900,063.00
East Granby & Suffield R. R. Co., .	100,000	.....	.....	100,695.50
Dutchess County R. R. Co., . . .	296,200	.....	.....	51.00
Poughkeepsie Bridge R. R. Co., .	49,800	.....	.....	111.00
Windsor Locks R. R. Co., . . .	40,000	.....	.....	1.00
Total,	\$1,876,000	2%	\$27,800.00	\$1,000,921.50

Bonds Owned.

None.

Rentals Received.

None.

Miscellaneous Income.

Item.	Gross Income.	Net Miscellaneous Income.
Interest on Deposits,	\$3,231.59	\$3,231.59
Undivided Half Interest in Property of every description, from Dec. 1, 1904,	49,000.00	49,000.00
Rentals and Miscellaneous,	2,478.63	2,478.63
Total,	\$54,710.22	\$54,710.22

Operating Expenses.

ITEM.	AMOUNT.
Maintenance of Way and Structures:	
Repairs of Roadway,	\$126,345.83
Renewals of Rails,	2,202.49
Renewals of Ties,	46,636.25
Repairs and Renewals of Bridges and Culverts,	47,303.08
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards,	5,986.32
Repairs and Renewals of Buildings and Fixtures,	18,598.41
Repairs and Renewals of Telegraph,	2,402.71
Stationery and Printing,	378.73
Total,	\$249,853.82
Maintenance of Equipment:	
Superintendence,	6,795.37
Repairs and Renewals of Locomotives,	91,965.95
Repairs and Renewals of Passenger Cars,	9,287.37
Repairs and Renewals of Freight Cars,	22,980.42
Repairs and Renewals of Work Cars,	2,693.36
Repairs and Renewals of Shop Machinery and Tools,	1,878.10
Stationery and Printing,	363.88
Other Expenses,	5,041.04
Total,	\$141,005.49
Conducting Transportation:	
Superintendence,	16,820.29
Engine and Roundhouse Men,	74,828.79
Fuel for Locomotives,	136,864.28
Water Supply for Locomotives,	3,414.52
Oil, Tallow, and Waste for Locomotives,	3,205.12
Other Supplies for Locomotives,	1,378.51
Train Service,	65,085.19
Train Supplies and Expenses,	7,097.07
Switchmen, Flagmen, and Watchmen,	27,323.51
Telegraph Expenses,	13,354.92
Station Service,	52,660.00
Station Supplies,	4,783.56
Car Per Diem and Mileage — Balance,	55,252.87
Hire of Equipment — Balance,	491.05
Loss and Damage,	4,235.49
Injuries to Persons,	6,681.41
Clearing Wrecks,	529.75
Operating Marine Equipment,	2,250.00
Advertising,	1,112.22
Rents for Tracks, Yards, and Terminals,	46,658.05
Rents of Buildings and Other Property,	541.48
Stationery and Printing,	7,763.15
Other Expenses,	1,214.55
Total,	\$533,546.68

Operating Expenses.—Continued.

ITEM.	AMOUNT.
General Expenses:	
Salaries of General Officers,	10,205.04
Salaries of Clerks and Attendants,	11,523.90
General Office Expenses and Supplies,	982.51
Insurance,	2,201.44
Law Expenses,	1,834.65
Stationery and Printing (General Offices),	1,219.83
Other Expenses,	1,261.94
Total,	\$29,229.31
Recapitulation of Expenses:	
Maintenance of Way and Structures,	249,853.82
Maintenance of Equipment,	141,005.49
Conducting Transportation,	533,546.68
General Expenses,	29,229.31
Grand Total,	\$953,635.30

Percentage of expenses to earnings — entire line, 97.37%.

Rentals Paid.

(a) Rents paid for lease of road:

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
Hartford & Connecticut Western,	\$31,500.00	\$54,280.00	\$23,820.91	\$109,600.91
*Dutchess Co. R. R. to Dec. 1, 1904,	6,562.50	.....	1,520.76	8,083.26
Total,	\$38,062.50	\$54,280.00	\$25,341.67	\$117,684.17

* See Note, page 143.

(b) Rents paid for lease of tracks, yards, and terminals:

Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks:			
State Line & Millerton,	Newburgh, Dutchess & Ct.,	\$250.00	
Agawam Jc. & Springfield,	Boston & Albany, N. Y. C.	15,000.00	
Hartford & Pine Meadow,	N. Y., N. H. & H. R. R. Co.	4,852.78	
Poughkeepsie Junction & Campbell Hall,	N. Y., N. H. & H. R. R. Co.	12,658.98	\$32,756.71
Terminals:			
Springfield, Mass.,	Boston & Albany, lessee,	\$5,891.79	
State Line,	Newburgh, Dutchess & Ct.,	646.00	
Hartford,	N. Y., N. H. & H. R. R. Co.	1,625.00	
Campbell Hall Transfer, Maybrook,	N. Y., N. H. & H. R. R. Co.	5,739.45	13,902.24
Grand Total Rents,.....			\$46,658.95

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$12,444,517.05	Cost of Road (p. 144), . .	\$12,565,582.22	\$121,065.17	
361,851.00	Cost of Equipment (p. 144)	290,636.50		\$71,214.50
1,000,851.50	Stocks Owned (p. 146), . .	1,000,921.50	70.00	
439,393.93	H. & C. W. R. R. Better- ments,	443,613.59	4,219.66	
385,756.88	H. & C. W. R. R. Cons., Springfield Branch, . .	385,756.88		
1,551.41	Construction Suspense, . .			1,551.41
209,125.00	Equipment and Personal Property H. & C. W. R. R.	209,125.00		
423,612.74	Cash and Current Assets (p. 142), . .	179,646.05		243,966.69
66,004.70	Materials and Supplies,	33,332.89		32,672.81
1,336.15	Prepaid Insurance,	1,370.40		65.75
	Poughkeepsie Bridge Fd.	13,191.60	13,191.60	
	Profit and Loss (p. 145), . .	227,420.98	227,420.98	
\$15,333,999.86	Grand Total, . .	\$15,350,496.61	\$16,496.75	

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$6,600,000.00	Capital Stock (p. 141), . .	\$66,00,000.00		
8,310,000.00	Funded Debt (p. 141)	8,310,000.00		
125,896.28	Current Liabilities (p. 142)	191,194.95	\$65,298.67	
7,000.00	Real Estate Mortgages,			\$7,000.00
22,083.83	Accrued Interest on Fund- ed Debt not yet payable,	22,083.83		
209,125.00	H. & C. W. R. R. Co Equipment and Person- al Property Leased, . .	209,125.00		
87.50	Accrued Interest on Real Estate not yet payable,			87.50
19,505.85	Accrued Rentals not yet payable,	18,093.83		1,412.52
40,801.90	Profit and Loss (p. 145), . .			40,801.90
\$15,333,999.86	Grand Total, . .	\$15,350,496.61	\$16,496.75	

Important Changes During the Year.

Extensions of road put in operation: None.

The decrease in mileage of road operated is explained as follows:

This Company ceased to operate, from October 1, 1904, a certain piece of track between State Line and Millerton, N. Y., formerly leased from the Newburgh, Dutchess & Connecticut R. R.—1.25 miles.

By agreement the lease of the Dutchess County R. R. running between Poughkeepsie Junction and Hopewell, N. Y., was assigned to the New York, New Haven & Hartford R. R. for one year from December 1, 1904—12.4 miles.

Important physical changes:

New siding at Hibernia, N. Y.,	\$ 54.87
Ballasting between Hopewell and Poughkeepsie Jct.,	2,130.65
“ “ Poughkeepsie Jct. and Campbell Hall, N. Y.,	17,828.94
Water stations at Highland, N. Y.,	888.69
Passing siding at Clintondale, N. Y.,	1,536.04
“ “ “ Modena, N. Y.,	1,813.23
“ “ “ St. Elmo, N. Y.,	873.00
“ “ “ Berea, N. Y.,	4,511.12
New connecting tracks at Hopewell,	1,561.24
Other important financial changes: None.	

\$121,065.17—\$121,065.17

Leases taken or surrendered:

By agreement this Company leased to the New York, New Haven & Hartford R. R. Co. an undivided one-half interest in its railroad and railroad property—between Poughkeepsie Junction and Campbell Hall, N. Y., for one year from December 1, 1904.

Trackage agreement whereby this Company ran its train over the rails of the New York, New Haven & Hartford R. R. between Hartford and Pine Meadow was discontinued June 11, 1905.

Consolidations or reorganizations effected: None.

New stocks issued: None.

New bonds issued: None.

Other important financial changes: None.

Contracts, Agreements, etc.

The Adams Express Company operates over the road. The compensation is a percentage of the gross earnings.

The Mail service is performed in accordance with Acts of the Congress, and for the compensation fixed by the Post-office Department.

Sleeping, Parlor, or Dining Car Companies: None.

Freight or transportation companies or lines: None.

This Company has arrangements with its connections for the interchange of freight and passengers whereby it receives, in some cases, its local rates, and in other cases a proportion of the through rate based on the relative mileage.

Steamboat or Steamship companies: None.

The Western Union Telegraph Company owns and operates entire telegraph line. This Company has use of same for railroad business.

Telephone companies: None.

Other agreements or contracts concerning such transportation: None.

Security for Funded Debt.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.	What Equip-ment, Income, or Securities Mortgaged.
	From—	To—	Miles.		
Mortgage	Campbell Hall N. Y.,	Silvernails, N. Y.	57.60	\$144,371	All.

Employees and Salaries.

Class.	No.	Total No. of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers (4 under salary),	9	1,534	\$10,180.04	\$6.64
Other Officers,	1	818	1,000.00	3.19
General Office Clerks,	16	5,292	11,587.77	2.18
Station Agents,	30	12,948	18,075.58	1.46
Other Station Men,	26	24,218	88,616.07	1.59
Enginemen,	24	12,196	42,871.28	3.52
Firemen,	24	11,581	23,376.97	2.02
Conductors,	21	8,387	25,093.84	3.01
Other Trainmen,	60	21,627	43,822.79	2.08
Machinists,	14	5,018	12,174.35	2.43
Carpenters,	31	11,718	27,178.74	2.32
Other Shopmen,	70	13,324	25,613.77	1.92
Section Foremen,	25	10,108	20,252.91	2.00
Other Trackmen,	144	62,766	94,628.49	1.51
Switchmen, Flagmen, and Watchmen,	12	20,172	36,740.02	1.82
Telegraph Operators and Dispatchers,	8	5,769	11,148.57	1.93
All other Employees and Laborers,	66	44,781	87,765.60	1.96
Total (including "General Officers"),	581	271,053	\$580,076.74	\$1.96
Less "General Officers"),	10	1,847	11,180.04	6.05
Total (excluding "General Officers"),	571	269,205	\$518,896.70	\$1.93
Distribution of Above:				
General Administration,	26	7,189	22,717.81	3.18
Maintenance of Way and Structures,	233	99,315	168,658.63	1.70
Maintenance of Equipment,	116	53,854	100,042.18	1.86
Conducting Transportation,	206	110,744	238,658.12	2.16
Total (including "General Officers"),	581	271,053	\$580,076.74	\$1.96
Less "General Officers"),	10	1,847	11,180.04	6.05
Total (excluding "General Officers"),	571	269,205	\$518,896.70	\$1.93

Traffic and Mileage Statistics.

Item.	No. Passengers, Tonnage, Car Mileage, No. Cars, etc.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	496,064			
No. of passengers carried one mile,	8,706,513			
No. of passengers carried 1 mile per mile of rd.	45,694			
Average distance carried, miles,	17.55			
Total passenger revenue,		210,900	27	
Average am't received from each passenger,			42	515
Average receipts per passenger per mile,			02	422
Total passenger earnings,		278,554	51	
Passenger earnings per mile of road,		1,461	92	
Passenger earnings per train mile,			70	431
Freight Traffic:				
No. of tons carried of freight earning revenue,	1,055,926			
No. of tons carried one mile,	70,194,057			
No. of tons carried one mile per mile of road,	868,395			
Average distance haul of one ton, miles,	66.49			
Total freight revenue,		685,611	15	
Average am't received for each ton of freight,			64	930
Average receipts per ton per mile,				977
Total freight earnings,		685,611	15	
Freight earnings per mile of road,		8,598	25	
Freight earnings per train mile,		1	79	363
Total Traffic:				
Gross earnings from operation,		979,439	48	
Gross earnings from operation per mile of rd.,		5,140	33	
Gross earnings from operation per train mile,		1	33	561
Operating expenses,		953,635	30	
Operating expenses per mile of road,		5,004	91	
Operating expenses per train mile,		1	30	042
Income from operation,		25,804	13	
Income from operation per mile of road,		135	43	
Car Mileage, etc.:				
Mileage of passenger cars,	1,168,738			
Average No. of passenger cars per train mile,	2.96			
Average No. of passengers per train mile,	22.			
Mileage of loaded freight cars—North or East,	3,065,072			
Mileage of loaded freight cars—South or West,	1,062,209			
Mileage of empty freight cars—North or East,	881,644			
Mileage of empty freight cars—South or West,	2,275,692			
Average No. of freight cars per train mile,	17.75			
Average No. of loaded cars per train mile,	10.80			
Average No. of empty cars per train mile,	6.95			
Average No. of tons of freight per train mile,	183.64			
Average No. tons freight per loaded car mile,	17.01			
Average mileage operated during year,	190.54			
Train Mileage:				
Mileage of revenue passenger trains,	351,081			
Mileage of revenue mixed trains,	44,421			
Mileage of revenue freight trains,	337,826			
Mileage of locomotives empl in helping trains,	9,778			
Percentage of helping to revenue train mil'ge,	02.56			
Total revenue train mileage,	738,828			
Mileage of non-revenue trains,	34,775			

Freight Traffic Movement.

Commodity.	Freight Originating on this Road.	Freight Re- ceived from Connecting Roads and other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	PerCent
Products of Agriculture:				
Grain,	11,431	18,679	30,110	2.85
Flour,	4,758	10,277	15,035	1.42
Other Mill Products,	12,966	14,020	26,986	2.55
Hay,	5,652	12,834	17,986	1.70
Tobacco,	1,785	234	2,019	.19
Cotton,	10	4,956	4,966	.47
Fruit and Vegetables,	8,660	8,065	6,725	.68
Products of Animals:				
Live Stock,	643	1,026	1,669	.15
Dressed Meats,	1,322	24,159	25,481	2.41
Other Packing-House Products,	3	3,997	4,000	.37
Poultry, Game, and Fish,	88	14	52	.01
Wool,	154	5,029	5,183	.49
Hides and Leather,	323	6,400	6,723	.68
Products of Mines:				
Anthracite Coal,		461,460	461,460	43.70
Bituminous Coal,		32,993	32,993	3.12
Coke,		795	795	.07
Ores,	22,899	465	23,364	2.21
Stone, Sand, and other like articles	2,599	10,042	12,641	1.29
Products of Forest:				
Lumber,	17,726	34,246	51,972	4.92
Charcoal,	8,382	15,515	23,897	2.26
Manufactures:				
Petroleum and other Oils,	3,115	1,372	4,487	0.42
Sugar,	193	1,619	1,812	.17
Iron—Pig and Bloom,	18,686	24,596	38,282	3.63
Iron and Steel Rails,	1	39	40	.01
Other Castings and Machinery,	11,502	6,942	18,444	1.74
Bar and Sheet Metal,	504	11,348	11,852	1.13
Cement, Brick, and Lime,	33,434	6,935	40,419	3.82
Agricultural Implements,	290	280	570	.05
Wagons, Carriages, Tools, etc.,	2,863	444	3,327	.31
Wines, Liquors, and Beers,	2,448	2,354	4,802	.45
Household Goods and Furniture,	873	512	1,385	.13
Merchandise,	22,254	55,836	78,090	7.40
Miscellaneous—Other commodities not mentioned above,	21,215	77,146	98,361	9.32
Total Tonnage—Entire Line,	206,747	849,179	1,055,926	100.

Description of Equipment.

Item.	Number Added During Year.	Total Number at End of Year.	EQUIPMENT FITTED WITH		
			Train Brake No.	Name.	Auto-Coupler No.
Locomotives—owned and leased:					
Passenger,		11	11	Westinghouse	11
Freight,	5	20	20	"	20
Switching,		1	1	American Steam	1
Total Locomotives in Serv., Less Locomotives Leased,	5	32 6	32 6		32 6
Total Locomotives Owned,	5	26	26		26
Cars Owned and Leased:					
In Passenger Service—					
First-class cars,		12	12	Westinghouse	12
Second-class cars,		2	2	"	2
Combination cars,		7	7	"	7
Parlor cars,		1	1	"	1
Baggage, Exp., and Postal cars,		11	11	"	11
Total,		33	33		33
In Freight Service—					
Box cars,		82	82	Westinghouse	82
Flat cars,		31	31	"	31
Coal cars,		129	129	"	129
Total,		242	242		242
In Company's Service—					
Gravel cars,		10			
Derrick cars,		2	2	Westinghouse	2
Caboose cars,	10	19	2	"	19
Other Road cars,		21	18	"	20
Total,	10	52	22		41
Total Cars in Service, Less Cars Leased,	10	327 86	297 84		316 85
Total Cars Owned,		241	218		231

Cars contributed to Fast Freight Line service: None.

Mileage.

(a) Mileage of road operated (all tracks) :

Line in Use.	Line Represented by Capital Stock. Main Line.	Line Operated Under Lease.	Line Operated under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	Steel Rails.
Miles of single track, . . .	57.60	129.18	3.81	190.54	.....	186.78
Miles of second track, . . .	3.60	... ..	.....	3.60	...	3.60
Miles of yard track and sidings,	25.10	22.08	.....	47.18	7.70	47.18
Total Mileage Operated— (All Tracks),	86.30	151.16	3.81	241.27	7.70	237.46

(b) Mileage of line operated, by States and Territories (single track) :

State or Territory.	Line Represented by Capital Stock. Main Line	Line Operated under Lease.	Line Operated Under Trackage Rights.	Total Mileage Operated.	Steel Rails.
New York,	57.60	47.67	.81	105.58	105.27
Connecticut, . . . . .	.....	77.26	... ..	77.26	77.26
Massachusetts, . . . . .	.... .	4.20	3.50	7.70	4.20
Total Mileage Operated— Single Track,	57.60	129.18	3.81	190.54	186.78

(c) Mileage of line owned, by States and Territories (single track) :

State or Territory.	Line Represented by Capital Stock. Main Line.	Total Mileage Owned.	Steel Rails.
New York,	57.60	57.60	57.60

NOTE.—The mileage shown in tables (a) and (b) represents the average mileage operated during the year.

Renewals of Rails and Ties.

NEW RAILS LAID DURING THE YEAR.

Kind.	Tons.	Weight per Yard.	Average Price per Ton at Distributing Point.
Steel,	4,365	80 lbs.	
"	56,917	70 "	
"	16,878	65 "	
"	34,858	60 "	
Total,	112,518	.....	\$20.44

NEW TIES LAID DURING THE YEAR.

Kind.	Number.	Average Price at Distributing Point.
First Quality,	107,414	48.66 cts.
Second Quality,	12,673	30.93 cts.
Total,	120,087	46.79 cts.

Consumption of Fuel by Locomotives.

Locomotives.	Bituminous Coal—Tons.	Total Fuel Consumed—Tons	Miles Run.	Average Pounds Consumed Per Mile.
Passenger,	14,490	14,490	871,083	78.10
Freight,	29,710	29,710	890,922	152.00
Switching,	4,318	4,318	123,184	70.11
Construction,	1,997	1,997	33,249	120.12
Total,	50,515	50,515	918,438	110.00
Average cost at distributing point,	\$2.41	\$2.41	.....	.....

Accidents to Persons.

(a) Accidents resulting from the movement of trains, locomotives, or cars:

EMPLOYEES.

Kind of Accident.	TRAINMEN.		Trackmen and other Employees.	TOTAL.	
	Killed.	Injured.		Killed.	Injured.
Coupling or uncoupling,	..	4	..	..	4
Parting of trains,	..	1	..	..	1
Falling from trains, locomotives, or cars,	1	4	..	1	4
Jumping on or off trains, locomotives, or cars,	..	..	1	..	1
Other causes,	..	4	1	..	5
Total,	1	18	2	1	15

Average number employed during the year: Trainmen, 129; switch tenders, crossing tenders, and watchmen, 12; station men, 56; shopmen, 115; trackmen, 169; telegraph employees, 8; other employees, 92; total, 581.

OTHER PERSONS.

Kind of Accident.	TRESPASSING.		Other Persons not Trespassing.	TOTAL.	
	Killed.	Injured.		Killed.	Injured.
Jumping on or off trains, locomotives, or cars,	1	..	..	1	..
Struck by trains, locomotives, or cars —					
At highway crossings,	..	1	1	..	2
At stations,	..	..	1	..	1
At other points along track,	1	..	..	1	..
Total,	2	1	2	2	8

(b) Accidents arising from causes other than those resulting from the movement of trains, locomotives, or cars:

SUMMARY.

[Tables a and b.]

	Total Killed.	Total Injured.
Table a:		
Railway Employees,	1	15
Other Persons,	2	8
Table b:		
Railway Employees,	..	20
Passengers,	..	5
Other Persons,	..	4
Grand Total,	3	47

EMPLOYEES.

Kind of Accident.	Shopmen Injured.	Trackmen Injured.	Other Employees Injured.	Total Injured.	Passengers Injured.	Other Persons Injured.
Handling traffic,	..	..	1	1	..	..
Handling tools, machinery, etc.,	7	1	..	8	..	..
Handling supplies, etc.,	2	1	..	3	..	..
Other causes,	5	..	3	8	5	4
Total,	14	2	4	20	5	4

Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
From—	To—	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
Campbell Hall	Silvernails.*	57.60	88	15.44	42.16
Hartford	Rhinecliff.	109.75	333	49.76	59.99
Tariffville	B. and A. Junc.	14.21	17	3.26	10.95
Poughkeepsie	Hopewell.*	12.40	23	3.39	9.01
Total,		193.96	461	71.85	122.11

* See page 140.

PROFILE.

Length of Level Line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
19.57	28	678.9	22.24	19	545.1	15.79
14.50	75	1,941.1	44.95	88	1,969.2	50.80
1.78	10	201.5	6.66	7	224.6	5.77
2.60	8	210.0	5.50	7	154.0	4.80
38.45	121	3,026.5	79.35	116	2,892.9	76.16

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	No.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges — Iron,	107	11,849	3	1	..	6,767	..
Wooden,	111	1,835	8	2	..	100	..
Combinat'n,	6	2,168	9	116	9	484	..
Total,	224	15,853	8	..	..	..	..
Trestles,	52	8,675	..	12	6	1,600	..

OVERHEAD HIGHWAY AND RAILWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossing: Bridges,	26	16	6

Gauge of track, 4 feet 8½ inches, 57.60 miles.

Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
158.80	355.70	Western Union Tel. Co.	Western Union Tel. Co.

Car Mileage.

Paid or allowed for rolling stock not the property of railroads nor consigned for use by lease:

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate.	Amount.
American Live Stock Transportation Co.,	Stock,	6/10	\$1.14
American Refrigerator Transit Co.,	Refrigerator,	3/4	66.57
Arms Palace Horse Car Co.,	Stock,	6/10	1.61
Armour Car Lines,	Refrigerator,	3/4	512.85
Berwind-White Coal Mining Co.,	Coal,	6/10	8.84
Booth & Co., A.,	Refrigerator,	3/4	8.10
Brooklyn Cooperage Co.,	Box,	6/10	1.92
Chicago, New York & Boston Refrigerator,	Refrigerator,	3/4	7.23
Cold Blast Transportation Co.,	Refrigerator,	3/4	1.06
Continental Fruit Express,	Refrigerator,	3/4	4.47
Crescent Tank Line,	Tank,	3/4	.30
Cudahy Refrigerator Line,	Refrigerator,	3/4	270.90
Conewango Refining Co.,	Tank,	3/4	.88
Dairy Shipper's Despatch,	Refrigerator,	3/4	.30
Dold Packing Co., J.,	Refrigerator,	3/4	29.53
Doud Stock Car Co.,	Stock,	6/10	.07
Guffey, J. M., Petroleum Co.,	Tank,	3/4	80.58
Horlick's Food Co. Car Line,	Box,	6/10	2.68
Hammond Refrigerator Line,	Refrigerator,	3/4	1.06
Kingan Refrigerator Line,	Refrigerator,	3/4	12.92
Lipton Car Lines,	Refrigerator,	3/4	.60
McCan Manufacturing Co.,	Tank,	3/4	2.10
Mather Horse & Stock Car Co.,	Stock,	6/10	2.89
Merchant's Despatch Transportation Co.,	Refrigerator,	3/4	1.86
"	Box,	6/10	79.91
Morrell Refrigerator Line,	Refrigerator,	3/4	17.43
Morris & Co.,	Refrigerator,	3/4	16.17
Missouri Refrigerator Despatch,	Refrigerator,	3/4	32.36
Mosely Bros.,	Refrigerator,	3/4	8.21
Milwaukee Refrigerator Transportation Co.,	Refrigerator,	3/4	64.60
Marton-Gregson Car Lines,	Refrigerator,	3/4	.60
National Despatch Line,	Box,	6/10	23.76
National Car Line Co.,	Refrigerator,	3/4	107.40
North & South Rolling Stock Co.,	Stock,	6/10	1.95
Provision Dealers Despatch,	Refrigerator,	3/4	8.61
Pennsylvania Coal-Coke Co.,	Coal,	6/10	8.85

Car Mileage.—Continued.

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate.	Amount.
Proctor & Gamble,	Box.	6/10	.87
St. Louis Refrigerator Car Co.,	Refrigerator,	3/4	31.03
Santa Fe Refrigerator Despatch Co.,	Refrigerator,	3/4	7.54
Shipper's Refining Car Co.,	Refrigerator,	3/4	17.79
Southern Despatch Lumber Line,	Box,	6/10	1.08
Squires Car Co.,	Box,	6/10	.32
Street's West Stable Car Line,	Stock,	6/10	1.97
Swift's Refrigerator Line,	Refrigerator,	3/4	327.09
Swift's Live Stock Express,	Stock,	6/10	31.06
Spears Tank Line,	Tank,	3/4	7.32
Union Refrigerator Trans. Co. of Wisconsin,	Refrigerator,	3/4	10.09
Union Tank Line,	Tank,	3/4	82.06
Venice Transportation Co.,	Flat,	6/10	.47
Western Live Stock Express,	Stock,	6/10	.48
Westmoreland Coal Co.,	Coal,	6/10	6.16
Wayne Iron Works,	Box,	6/10	.85
Total,			\$1,895.19

Taxes and Assessments of all Kinds.

(a) For reporting Company's owned and proprietary lines:

State or Territory.	Ad Valorem Tax on the Value of Real and Personal Property.	Ad Valorem Tax on the Value of Stocks or Bonds; or on Valuation Based on Earnings, Dividends, or other Results of Operation.	Specific Tax on Gross or Net Earnings, Revenue, or Dividends.	Total.
New York,	\$18,408.94	\$781.25	\$422.88	\$19,558.02

(b) For reporting Company's leased and operated lines:

Name of Road.	Ad Valorem Tax on the Value of Real and Personal Property.	Ad Valorem Tax on the Value of Stocks or Bonds; or on Valuation Based on Earnings, Dividends, or other Results of Operation.	Total.
Hartford & Connecticut Western,	\$6,948.94	\$15,876 97	\$22,820.91
Dutchess County,	1,479.12	.....	1,479.12
Total,	\$8,428.06	\$15,876.97	\$24,300.08

Oath.

STATE OF NEW YORK, }
COUNTY OF NEW YORK, } ss.

We, the undersigned, C. S. Mellen, President, and A. S. May, Treasurer, of the Central New England Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief, and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

C. S. MELLEN, *President.*

A. S. MAY, *Treasurer.*

Subscribed and sworn to before me this 22d day of September, 1905.

ARTHUR W. BOWMAN,
Notary Public.

COLCHESTER RAILWAY COMPANY.

History.

Name of common carrier making this report: Colchester Railway Company.

Date of organization: 1876.

Under the laws of what Government, State, or Territory organized: State of Connecticut. Act of Incorporation, Special Laws of Conn., vol. viii, p. 34.

What carrier operates the road of this company: The New York, New Haven and Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.
HARLEY P. BUELL,	Colchester, Conn.
SAMUEL P. WILLARD,	" "
CHARLES H. DAWLEY,	" "

Total number of stockholders at date of last election: One; Town of Colchester.

Post-office address of general office: Colchester, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: Samuel P. Willard, President, Colchester, Conn.; or A. S. May, Treasurer, New York, New Haven & Hartford R. R. Co., New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	SAMUEL P. WILLARD,	Colchester, Conn.
Secretary,	CHARLES H. DAWLEY,	" "
Treasurer,	HARLEY P. BUELL,	" "

Property Leased, or Otherwise Assigned for Operation.

Name of railroad, the income of which from lease, or from other assignment for operation, is included in the Income Account:

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From —	To			
Colchester Railway Co.	Colchester	Turnerville.	N. Y., N. H. & H. R. R. Co.	Lease, 999 years.	3.59

Property Leased, or Otherwise Controlled for Operation.

Leased, April 3, 1878, to the Boston and New York Air Line Railroad Company for 999 years, that company to operate the road and pay interest on the bonds of the Colchester Railway Company.

The road is now operated by the New York, New Haven & Hartford Railroad Company under a lease to it of the Boston & New York Air Line Railroad for 99 years from October 1, 1882.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . . .	500	\$100.00	\$50,000.00	\$25,000.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash, Common,	250	\$25,000.00

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
First Mtge..	1877	1907	\$25,000.00	\$25,000.00	\$25,000.00	\$25,000.00

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
7 per cent.	January and July.	\$1,750.00	\$1,750.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bonds (p. 165).	\$25,000.00	\$25,000.00	\$1,750.00	\$1,750.00

Total — Cash and Current Assets: None.

Total — Current Liabilities: None.

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 164),	\$25,000.00	\$25,000.00	3.59	\$8,964.00
Bonds (p. 165), . . .	25,000.00	25,000.00	3.59	6,964 00
Total,	\$50,000.00	\$50,000.00	.....	\$13,928.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1904.	Total Cost to June 30, 1905.	Cost Per Mile.
Total Construction, . . .	\$50,000.00	\$50,000.00	\$13,927.57

Does the absence of any entry under the heading "Included in Operating Expenses" (p.), mean that no expenditures for permanent improvements or betterments have been charged to Operating Expense Accounts: Yes.

Income Account.

Income from lease of road,	\$1,750.00
Total income,	\$1,750.00
Deductions from income:	
Interest on Funded Debt accrued,	\$1,750.00
Total deductions from income,	1,750.00
Net income,	0

Stocks Owned.

None.

Bonds Owned.

None.

Miscellaneous Income.

None.

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.
\$50,000.00	Cost of Road (p. 166),	\$50,000.00

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.
\$25,000.00	Capital Stock (p. 164),	\$25,000.00
25,000 00	Funded Debt (p. 165),	25,000.00
\$50,000.00	Grand Total,	\$50,000.00

Important Changes During the Year.

None.

Contracts, Agreements, etc.

None.

Security for Funded Debt.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From —	To —	Miles.	
First Mortgage.	Colchester	Turnerville.	3.59	\$6,964.00

Employees and Salaries.

Included in report of The N. Y., N. H. & H. R. R. Co.

Description of Equipment.

None.

Mileage.

Mileage of line owned by States and Territories (single track) :

State or Territory.	Line Represented by Capital Stock — Main Line.	Total Mileage Owned.	Steel Rails.
Connecticut,	3.59	3.59	3.59

Characteristics of Road.

Included in report of The N. Y., N. H. & H. R. R. Co.

Gauge of track: 4 feet 8½ inches; 3.59 miles.

Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
3.59	3.59	Western Union Tel. Co.	Western Union Tel. Co.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON, } ss.

We, the undersigned, Samuel P. Willard, President, and Harley P. Buell, Treasurer, of the Colchester Railway Company, on our oath, do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief, and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

S. P. WILLARD, *President.*

H. P. BUELL, *Treasurer.*

Subscribed and sworn to before me this 9th day of September, 1905.

CHARLES H. DAWLEY,
Notary Public.

DANBURY & NORWALK RAILROAD CO.

History.

Name of common carrier making this report: Danbury and Norwalk Railroad Company.

Date of organization: May, 1849.

Under Laws of what Government, State, or Territory organized: State of Connecticut.

What carrier operates the road of this Company: The New York, New Haven and Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Date of Expiration of Term.
F. ST. JOHN LOCKWOOD,	Norwalk, Conn.	4th Thursday Oct., 1905.
GEORGE J. BRUSH,	New Haven, Conn.	" " "
CHARLES F. BROOKER,	Ansonia, Conn.	" " "
CHARLES S. MELLEN,	New Haven, Conn.	" " "
ARTHUR D. OSBOENE,	New Haven, Conn.	" " "
I. DE VER WARNER,	Bridgeport, Conn.	" " "
FRANK W. CHENEY,	So. Manchester, Conn.	" " "
D. NEWTON BARNEY,	Hartford, Conn.	" " "

Total number of stockholders at date of last election: Three.

Date of last meeting of stockholders for election of directors: October 27, 1904.

Post-office address of general office: New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: A. S. May, Treasurer, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	F. ST. JOHN LOCKWOOD,	Norwalk, Conn.
Vice-President,	CHARLES S. MELLEN,	New Haven, Conn.
Secretary,	JOHN G. PARKER,	New Haven, Conn.
Treasurer,	A. S. MAY,	New Haven, Conn.

Property Leased, or Otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the Income Account.

Name.	TERMINALS.		By what Company Operated.	Under what Kind of Contract Operated.	Miles of Line.
	From—	To —			
Danbury & Norwalk,	Danbury,	Wilson Point,	N.Y., N.H. & H.	Lease.	26.28
	Branchville,	Ridgefield,			3.97
	Bethel,	Hawleyville.			5.95
Total Mileage,					36.20

Property Leased, or Otherwise Controlled for Operation.

All the railroad and property of the Company leased to the New York, New Haven and Hartford R. R. Co. for ninety-nine years from July 1, 1892.

Annual rental: Five per cent. dividends on capital stock, interest on funded debt, all taxes and assessments.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common, .	20,000	\$50.00	\$1,000,000.00	\$600,000.00	5 per ct.	\$30,000

Capital Stock.—Continued.

Manner of Payment for Capital Stock.	Total Cash Realized.
Issued for Cash : Common,	\$388,416.25
Issued for undivided earnings,	101,583.75
Issued for increased value of road and equipment,	160,000.00
Total,	\$600,000.00

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash realized on Amount Issued.
	Date of Issue.	When Due.				
Consolidated Mtg.,	1880 1890 1920	1920	\$500,000	\$100,000	\$100,000	\$100,000
	1890 1920			200,000	200,000	200,000
	1892 1920			200,000	200,000	200,000
General Mortgage,	1898 1925	1925	150,000	150,000	150,000	150,000
Grand Total, . . . . .	.....	.....	\$650,000	\$650,000	\$650,000	\$650,000

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
6 per cent.	January and July.	\$6,000.00	\$6,000.00
5 per cent.	January and July.	10,000.00	10,000.00
5 per cent.	January and July.	10,000.00	10,000.00
5 per cent.	April and October.	7,500 00	7,500.00
Total, . . . . .	.....	\$33,500.00	\$33,500.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mtge. Bds. (p. 171),	\$650,000.00	\$650,000.00	\$33,500.00	\$33,500.00

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1905.	
Due from solvent companies and individuals,	\$1,875.00	Audited Vouchers and Accounts,	\$630,894.7
Total Cash and Current Assets,	\$1,875.00	Total Current Liabilities,	\$630,894.7
Balance Current Liabilities,	629,019.77		
Total,	\$630,894.77	Total,	\$630,894.77

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 171),	\$600,000.00	\$600,000.00	36 20	\$16,575.00
Bonds (p. 171), . .	650,000.00	650,000 00	36.20	17,956.00
Total,	\$1,250,000.00	\$1,250,000.00	.....	\$34,531.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during Year, Not Included in Operating Expenses. Charged to Construction or Equipment.	Total Cost to June 30, 1904.	Total Cost to June 30, 1905.	Cost Per Mile.
Construction:				
Right of Way and Station Grounds, . . .	\$133,218.77			
Real Estate, . . .	18,834.54			
Bridges, Trestles, and Culverts, . . .	49,848.56			
Rails, . . .	35,075.23			
Track Laying and Surfacing, . . .	211.20			
Station Buildings and Fixtures, . . .	13,094.68			
Water Stations, . . .	5,263.07			
Total Construction, . .	\$255,546.05	\$1,545,619.55	\$1,801,165.60	\$49,755.95
Total Equipment, . . .	\$228,971.89	\$228,971.89	\$228,971.89	\$6,325.19
Total Construction, . .	\$255,546.05	1,545,619.55	1,801,165.60	49,755.95
Grand Total Cost Construction, Equipment, etc., . . .	\$255,546.05	\$1,774,591.44	\$2,030,137.49	\$56,081.14

Income Account.

Income from lease of road,	\$63,500.00
Total income,	\$63,500.00
Deductions from income,	
Interest on Funded Debt accrued,	\$33,500.00
Total deductions from income,	33,500.00
Net income,	\$30,000.00
Dividends, 5 per cent., Common Stock (p. 170), . . .	\$30,000.00
Total,	30,000.00
Surplus on June 30, 1904 [from "General Balance Sheet," 1904 Report],	\$149,242.72
Surplus on June 30, 1905 [for entry on "General Balance Sheet,"] (p. 174),	\$149,242.72

Stocks Owned.

None.

Bonds Owned.

None.

Miscellaneous Income.

None.

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.
\$1,545,619.55	Cost of Road (p. 173), . . .	\$1,801,165.60	\$255,546.05
228,971.89	Cost of Equipment (p. 173), . .	228,971.89	
1,875.00	Cash and Current Assets (p. 173), .	1,875.00	
\$1,776,466.44	Grand Total,	\$2,032,012.49	\$255,546.05

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, year ending June 30, 1905.	Decrease, year ending June 30, 1905.
\$600,000.00	Capital Stock (p. 170),	\$600,000.00	\$255,546.05	
650,000.00	Funded Debt (p. 172),	650,000.00		
375,848.72	Current Liabilities (p. 172),	630,894.77		
1,875.00	Accrued Interest on Funded Debt not yet payable, . .	1,875.00		
149,242.72	Profit and Loss (p. 173),	149,242.72		
\$1,776,466.44	Grand Total, .	\$2,032,012.49	\$255,546.05	

Important Changes During the Year.

None.

Contracts, Agreements, etc.

None.

Security for Funded Debt.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.	Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.	What Income and Securities Mortgaged.
Consolidated Mortgage,	All.	86.20	13.812	All.	None.
General Mortgage,	All.	86.20	4 144	All.	None.

Employees and Salaries.

Included in report of N. Y., N. H. & H. R. R. Co.

Description of Equipment.

Included in report of lessee company.

Mileage.

Mileage of line owned, by States and Territories (single track) :

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Connecticut,	26.28	9.92	86.20	86.20

Characteristics of Road.

Included in report of lessee company.

Gauge of track, 4 feet 8½ inches, 36.20 miles.

Telegraph.

Included in report of lessee company.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, C. S. Mellen, Vice-President, and A. S. May, Treasurer, of the Danbury & Norwalk Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief, and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

C. S. MELLEN, *Vice-President*,
A. S. MAY, *Treasurer*.

Subscribed and sworn to before me this 22d day of Sept., 1905.

ARTHUR W. BOWMAN,
Notary Public.

HARTFORD & CONNECTICUT WESTERN RAILROAD COMPANY.

History.

Name of common carrier making this report: Hartford and Connecticut Western Railroad Company.

Date of organization: June 30, 1881.

Under the laws of what Government, State, or Territory organized: State of Connecticut, January, 1881, Resolution No. 123; State of Connecticut, January, 1882, Resolution No. 189; State of New York, Laws of 1882, Chapter 339.

If a consolidated company, name the constituent companies: Not a consolidated company.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized: Connecticut Western Railroad Company; chartered June 25, 1868; opened December 21, 1871.

The Hartford and Connecticut Western Railroad Company is the successor of the Connecticut Western Railroad Company by reason of foreclosure of mortgage, and was organized June 30, 1881, in accordance with a Resolution (No. 123) of the General Assembly of the State of Connecticut, passed at its session January, 1881, "Incorporating the First Mortgage Bondholders of the Connecticut Western Railroad Company as the Hartford and Connecticut Western Railroad Company." By a Resolution (No. 189) of the General Assembly of the State of Connecticut, passed at its session January, 1882, permission was given to the Hartford and Connecticut Western Railroad Company to purchase the Rhinebeck and Connecticut Railroad in the State of New York. Chapter 339 of the Laws of 1882 of the State of New York is "An Act to authorize the Hartford and Connecticut Western Railroad Company to purchase the Rhinebeck and Connecticut Railroad." The Hartford and Connecticut Western Railroad was leased under date of August 30, 1889, to the Central New England and Western Railroad Company for one year from the 30th day of August, 1889, and under date of February 4, 1890, for fifty years from the 30th day of August, 1890, at an annual rental of two per cent. on the capital stock. All taxes, rates, charges, assessments, and interest on the bonds to be paid by the lessee.

What carrier operates the road of this Company: Central New England Railway Company.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
G. MACCULLAGH MILLER,	New York, N. Y.	December 19, 1905.
WILLIAM ROCKEFELLER,	" "	" "
J. PIERPONT MORGAN,	" "	" "

Organization.—Continued.

Names of Directors.	Post-office Address.	Expiration of Term.	
WILLIAM SKINNER,	Holyoke, Mass.	December 19, 1905.	
D. NEWTON BARNEY,	Farmington, Conn.	"	"
EDWIN MILNER,	Moosup, Conn.	"	"
CHARLES S. MELLEN,	New Haven, Conn.	"	"
GEORGE J. BRUSH,	" "	"	"
ARTHUR D. OSBORNE,	" "	"	"
FRANK W. CHENEY,	So. Manchester, Conn.	"	"
HENRY GAY,	Winsted, Conn.	"	"
EDWIN W. SPURR,	Falls Village, Conn.	"	"
ROBERT SCOVILLE,	Chapinville, Conn.	"	"

Total number of stockholders at date of last election: 658.

Date of last meeting of stockholders for election of directors: December 20, 1904.

Post-office address of general office: Hartford, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: E. R. Beardsley, Treasurer, Hartford, Conn.

Officers.

Title.	Name.	Location of Office.	
President,	C. S. MELLEN,	New Haven, Conn.	
Secretary,	E. R. BEARDSLEY,	Hartford, Conn.	
Treasurer,	E. R. BEARDSLEY,	"	"

Property Operated.

None.

Property Leased, or Otherwise Assigned for Operation.

Name of railroad the income of which, from lease or from other assignment for operation, is included in the income account, p. 182.

Name.	TERMINALS.		By what Company Operated.	Under what kind of Con. tract Operated.	Miles of Line.
	From —	To —			
Hartford & Conn. West'n.	Hartford, Conn.	Rhinecliff, N. Y.	Central New Eng- land.	Lease.	109.75
Springfield Branch.	Tariffville, Conn.,	Agawam Jc., Mass.			14.30
Total Mileage,					123.95

Property Leased, or Otherwise Controlled for Operation.

The Hartford and Connecticut Western Railroad was leased to the Central New England and Western Railroad Company under date of February 4, 1890, for fifty years from the 30th day of August, 1890, to which date it had been leased for the period of one year from the 30th day of August, 1889, at an annual rental of two per cent. on the capital stock. All taxes, rates, charges, assessments, and interest on the bonds to be paid by the lessee.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	80,000	\$100.00	\$8,000,000.00	\$3,714,000.00	2	\$54,280.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.
Issued for Bonds of the Connecticut Western Railroad Co.,	19,140
Issued for the purchase of the Rhinebeck & Connecticut Railroad,	8,000
Total,	27,140

REMARKS. — 7,916 shares are held by 459 Connecticut residents.

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
1st Mortgage,	1908, July 1.	1928, July 1.	\$700,000.00	\$700,000.00	\$700,000.00	\$700,000.00

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
4½	January 1st and July 1st.	\$31,500.00	\$31,500.00

Recapitulation of Funded Debt.

None.

Receiver's Certificates.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bds. (p. 179),	\$700,000.00	\$700,000.00	\$31,500.00	\$31,500.00

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1906.	
Cash,	\$816.27	Loans and Bills Payable, .	\$22,697.99
Due from solvent companies and individuals,	29,800.00	Audited Vouchers and Accounts,	428,937.57
Total — Cash and Current Assets,	\$30,116.27		
Balance — Current Liabilities,	416,519.29		
Total,	\$446,635.56	Total,	\$446,635.56

Recapitulation.

(a) For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 179),	\$2,714,000.00	\$2,714,000.00	128.95	\$21,894.68
Bonds (p. 179),	700,000.00	700,000.00	128.95	5,647.11
Total,	\$3,414,000.00	\$3,414,000.00	128.95	\$27,541.79

(b) For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the Income Account: None.

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures During Year not Included in Operating Ex- penses charged to Construction or Equipment.	Total Cost to June 30, 1904.	Total Cost to June 30, 1905.	Cost Per Mile.
Construction,		\$2,921,747.46	\$2,921,747.46	
Engineering,		24,478.17	24,478.17	
Right of Way and Station Grounds,		35,898.46	35,898.46	
Grading,		147,855.77	147,855.77	
Bridges, Trestles, and Cul- verts,		108,939.93	108,939.93	
Ties,		18,408.57	18,408.57	
Rails,		39,882.73	39,882.73	
Track Fastenings,		6,610.75	6,610.75	
Frogs and Switches,		1,283.21	1,283.21	
Ballast,		5,947.60	5,947.60	
Track Laying and Sur- facing,		11,727.88	11,727.88	
Fencing Right of Way, Crossings, Cattle Guards, and Signs,		4,911.20	4,911.20	
Interlocking or Signal Ap- paratus,		10,494.02	10,494.02	
Telegraph Lines,		3,687.82	3,687.82	
Station Buildings and Fix- tures,		1,194.91	1,194.91	
Shops, Roundhouses, and Turntables,		4,463.53	4,463.53	
Water Stations,		26.01	26.01	
Legal Expenses,	\$3,300.00	195.10	195.10	
Interest and Discount,		4,692.47	7,992.47	
General Expenses,		1,365.06	1,365.06	
		1,136.19	1,136.19	
Total Construction,	\$3,300.00	\$3,849,941.84	\$3,853,241.84	\$27,051.65
Total Equipment,		373,867.97	373,867.97	3,016.11
Grand Total Cost Con- struction, Equipm't, etc., }	\$3,300.00	\$3,723,809.81	\$3,727,109.81	\$30,067.76
Total Cost Cons., Eq'p't, etc., State of Conn'cut, }	2,056.72	2,320,858.04	2,322,914.76	30,067.76

Does the absence of any entry under the heading "Included in Operating Expenses" mean that no expenditures for permanent improvements or betterments have been charged to Operating Expense Account: Yes.

Do the amounts entered under the heading "Included in Operating Expenses" cover all expenditures for permanent improvements or betterments charged to Operating Expense Account: Yes.

Income Account.

Income from lease of road,	\$109,600.91	
Income from other sources,	0	
Total income,		\$109,600.91
Deductions from income:		
Salaries and maintenance of organization,	\$1,000.00	
Interest on Funded Debt Accrued,	31,500.00	
Taxes,	22,820.91	
Total Deductions from Income,		\$55,320.91
Net Income,		\$54,280.00
Dividends, 2 per cent., Common Stock (p. 179),		54,280.00
Deficit on June 30, 1905, for entry on "General Balance Sheet" (p. 183),		10,310.51
Deficit on June 30, 1904, for entry on "General Balance Sheet" (p. 183),		10,310.51

Earnings from Operation.

None.

Stocks Owned.

None.

Bonds Owned.

None.

Rentals Received.

None.

Miscellaneous Income.

None.

Operating Expenses.

None.

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$3,349,941.84	Cost of Road (p. 181), . .	\$3,853,241.84	\$3,800.00	.....
373,867.97	Cost of Equipment (p. 181), . .	373,867.97	.....	.....
99,099.47	Lands Owned,	99,099.47	.....	.....
30,116.27	Cash and Cur. Assets (p. 180), . .	30,116.27	.....	.....
10,310.51	Profit and Loss,	10,310.51	.....	.....
\$3,863,335.56	Grand Total,	\$3,866,635.56	\$3,800.00	.....

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$2,714,000.00	Capital Stock (p. 179), . .	\$2,714,000.00	.....	.....
6,000.00	Convertible Bonds,	6,000.00	.....	.....
700,000.00	Funded Debt (p. 179),	700,000.00	.....	.....
443,335.56	Current Liabilities (p. 180), . .	443,335.56	\$3,800.00	.....
\$3,863,335.56	Grand Total,	\$3,866,635.56	\$3,800.00	.....

Important Changes During the Year.

None.

Contracts, Agreements, etc.

None.

Security for Funded Debt.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.
	From—	To—	Miles.		
First Mortgage, . .	Hartford, Conn.,	Rhinecliff, N. Y.	109.75	6,378.192	Entire.

Employees and Salaries.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers,	1	313	\$1,000.00	\$3.19

Traffic and Mileage Statistics.

None.

Freight Traffic Movement.

None.

Description of Equipment.

Leased.

Mileage.

Mileage of line owned, by States and Territories (single track):

State or Territory.	LINES REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Iron Rails.	Steel Rails.
	Main Line.	Branches and Spurs.			
Connecticut,	67.25	10.00	77.25	.....	77.25
New York,	42.50	.....	42.50	.....	42.50
Massachusetts, . . .	.....	4.20	4.20	.....	4.20
Total Mileage owned,	109.75	14.20	123.95	.....	123.95

Renewals of Rails and Ties.

None.

Consumption of Fuel by Locomotives.

None.

Accidents to Persons.

None.

Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
			Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
From —	To —	Miles.			
Hartford, Conn.,	N. Y. State Line,	67.25	177	30.10	37.15
Tariffville, "	Mass. State Line,	10.00	10	2.01	7.98
Total, .	.....	77.25	187	32.11	45.13

PROFILE.

Length of Level Line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of Ascents.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents.	Aggregate Length of Descending Grades. Miles.
		Feet.			Feet.	
7.340	44	1,711.8	36.43	41	973.2	23.48
1.542	12	157.7	4.97	11	139.5	3.49
8.882	56	1,869.5	41.40	52	1,112.7	26.97

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges:							
Iron, .	69	2,590	4	1	..	451	..
Wooden, .	41	367	..	2	..	81	..
Combination,	3	332	6	99	..	155	..
Total, .	113	3,389	10	..	..	..	..
Trestle, .	20	4,316	..	36	..	1,600	..

Characteristics of Road.—Continued.**OVERHEAD HIGHWAY CROSSINGS.**

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Bridges,	18	16	6

Gauge of track, 4 feet 8½ inches, 77.25 miles.

Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
77.25	221.76	Western Union.	Western Union.

Car Mileage.

None.

Taxes and Assessments of all Kinds.

For reporting company's owned and proprietary lines:

State or Territory.	AD VALOREM TAX.		
	On the Value of Real and Personal Property.	On the Value of Stocks or Bonds; or on Valuation based on Earnings, Divi- dends, or other Results of Operation.	Total.
Connecticut, . .	\$389.18	\$13,839.68	\$14,228.81
New York, . .	6,543.70	1,395.75	7,939.45
Massachusetts, . .	11.11	641.54	652.65
Total, . .	\$6,943.94	\$15,876.97	\$22,820.91

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, Charles S. Mellen, President, and Edward R. Beardsley, Treasurer, of the Hartford and Connecticut Western Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

CHARLES S. MELLEN,

President.

EDWARD R. BEARDSLEY,

Treasurer.

Subscribed and sworn to before me this 25th day of August, 1905.

ARTHUR E. CLARK,

Notary Public.

MIDDLETOWN, MERIDEN & WATERBURY RAILROAD COMPANY.

History.

Name of common carrier making this report: Middletown, Meriden and Waterbury Railroad Company.

Date of organization: July 1, 1898.

Under laws of what Government, State, or Territory organized: Connecticut.

If a consolidated company, name the constituent companies:

Formed by the consolidation of the Meriden and Cromwell R. R. Co., organized under the General Railroad Laws of Connecticut, July 10, 1882, and the Meriden and Waterbury R. R. Co., organized under the General Railroad Laws of Connecticut, May 24, 1887.

Date and authority for each consolidation: Consolidated under an act entitled "An Act authorizing the consolidation of certain Railroad Companies," passed by the General Assembly of the State of Connecticut at its January Session, 1887, and to be found on pages 481, 482, and 483, Special Acts, January Session, 1887.

This consolidated company was sold under foreclosure and purchased May, 1896, by A. Heaton Robertson of New Haven, Conn.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized: Meriden, Waterbury & Connecticut River Railroad Company organized by the purchaser, A. Heaton Robertson of New Haven, Conn., on July 1, 1898, as the Middletown, Meriden & Waterbury Railroad Company, by act of the General Assembly of Connecticut, passed at January Session, 1897.

What carrier operates the road of this company: The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Date of Expiration of Term.
A. HEATON ROBERTSON,	New Haven, Conn.,	4th Wed. in Oct. 1905.
* JOHN M. HALL,	" "	" "
GEORGE J. BRUSH,	" "	" "
ARTHUR D. OSBORNE,	" "	" "
CHARLES F. BROOKER,	Ansonia, "	" "
CHARLES S. MELLEN,	New Haven, "	" "
D. NEWTON BARNEY,	Hartford, "	" "
F. W. CHENEY,	So. Manchester, "	" "
I. DE VER WARNER,	Bridgeport, "	" "

* Died January 27, 1905.

1905.] MIDDLETOWN, MERIDEN AND WATERBURY RAILROAD. 189

Total number of stockholders at date of last election, 9.

Date of last meeting of stockholders for election of directors: October 26, 1904.

Post-office address of general office: New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: A. S. MAY, Treasurer, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	CHARLES S. MELLEN,	New Haven, Conn.
Secretary,	JOHN G. PARKER,	" "
Treasurer,	A. S. MAY,	" "

Property Leased, or Otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the Income Account:

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From —	To —			
Middletown, Meriden & Waterbury.	Westfield	Waterbury.	The New York, New Haven & Hartford R.R. Co.	Lease.	26.00

Property Leased, or Otherwise Controlled for Operation.

The New York, New Haven & Hartford Railroad Company owns the entire capital stock of this Company.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital Stock: Common, .	1,000	\$100.00	\$100,000.00	\$100,000.00

Manner of Payment for Capital Stock.	Total Number of Shares Issued and Outstanding.
Issued for property on franchise of old road: Common, .	1,000

Funded Debt.

None.

Recapitulation of Funded Debt.

None.

Current Assets and Liabilities.

None.

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	APPORTIONMENT.	AMOUNT PER MILE OF LINE.	
		To Railroads.	Miles.	Amount.
Capital Stock, .	\$100,000 00	\$100,000.00	26.00	\$3,846.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1904.	Total Cost to June 30, 1905.	Cost per Mile.
Total Cost, Construction, Equipment, etc., .	\$100,000.00	\$100,000.00	\$3,846.16

Stocks Owned.

None.

Bonds Owned.

None.

Miscellaneous Income.

None.

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.
\$100,000.00	Cost of road (p. 190),	\$100,000.00

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.
\$100,000.00	Capital Stock (p. 190),	\$100,000.00

Important Changes During the Year.

None.

Contracts, Agreements, etc.

None.

Security for Funded Debt.

None.

Employees and Salaries.

Included in report of The New York, New Haven & Hartford Railroad Co.

Description of Equipment.

None.

Mileage.

Mileage of line owned, by States and Territories (single track) :

State or Territory.	Line Represented by Capital Stock. Main Line.	Total Mileage Owned.	Steel Rails.
Connecticut,	26.00	26.00	26.00

Characteristics of Road.

Included in report of lessee company.

Gauge of track, 4 feet 8½ inches; 26.00 miles.

Telegraph.

Included in report of lessee company.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN } ss.

We the undersigned, C. S. Mellen, President, and A. S. May, Treasurer, of the Middletown, Meriden & Waterbury Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief, and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

C. S. MELLEN, *President.*

A. S. MAY, *Treasurer.*

Subscribed and sworn to before me, this 22d day of September, 1905.

ARTHUR W. BOWMAN, *Notary Public.*

NAUGATUCK RAILROAD COMPANY.

History.

Name of common carrier making this report: Naugatuck Railroad Company.

Date of organization: May, 1845.

Under laws of what Government, State, or Territory organized: State of Connecticut.

Private laws of Connecticut, vol. iv, pp. 944, 949, 950, 951, 952; vol. v, pp. 75, 753. Special laws of Connecticut, vol. vi, pp. 8, 9, 23, 293, 709, 874; vol. vii, p. 114.

Date and authority for each consolidation: None.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized: None.

What carrier operates the road of this company: The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Date of Expiration of Term.
SAMUEL S. DENNIS,	Newark, N. J.,	Third Wed. in Oct., 1905.
CHARLES F. BROOKER,	Ansonia, Conn.,	" " "
GEORGE J. BRUSH,	New Haven, Conn.,	" " "
J. PIERPONT MORGAN,	New York, N. Y.,	" " "
WILLIAM ROCKEFELLER,	" "	" " "
CHARLES S. MELLEN,	New Haven, Conn.,	" " "
JAMES S. ELTON,	Waterbury, "	" " "
PERRY R. TODD,	New Haven, "	" " "
I. DEVER WARNER,	Bridgeport, "	" " "

Total number of stockholders at date of last election: 461.

Date of last meeting of stockholders for election of directors: October 19, 1904.

Post-office address of general office: New Haven.

Name and address of officer to whom correspondence regarding this report should be addressed: A. S. May, Treasurer, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	CHARLES S. MELLEN,	New Haven, Conn.
Vice-President,	CHARLES F. BROOKER,	Ansonia, "
Secretary,	JOHN G. PARKER,	New Haven, "
Treasurer,	A. S. MAY,	" "

Property Operated.

None.

Property Leased, or Otherwise Assigned for Operation.

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From —	To —			
Naugatuck, .	Naugatuck Junction	Winsted.	New York, New Haven & Hartford R. R. Co.	.....	.....
	Watertown	Waterbury.	.....	Lease.	56.55 4.44
Total Mileage,					60.99

Property Leased, or Otherwise Controlled for Operation.

The Naugatuck Railroad Company was leased May 24, 1887, to the New York, New Haven & Hartford Railroad Company for 99 years from April 1, 1887, at an annual rental of \$200,000 and interest on the bonds of the Naugatuck Railroad Company.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common, .	20,000	\$100.00	\$2,000,000.00	\$2,000,000.00	10%	\$200,000.00

Capital Stock.—Continued.

Manner of Payment.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash: Common,	3,976 ²⁴ / ₁₀₀	\$397,696.00
Issued for Bonds: Common,	2,780	278,000.00
Issued for Construction: Common,	6,758 ¹² / ₁₀₀	675,879.00
Issued for Undivided Earnings: Common,	1,427	142,700.00
Issued for Increased Value of road or equipment or both: Common,	4,488 ¹¹ / ₁₀₀	448,825.00
Issued for Stock charged Profit and Loss for loss on stock sold,	802	80,200.00
Stock charged Profit and Loss for over issue by New York Transfer Agent,	817	81,700.00
Total, . . . . .	.....	\$2,000,000.00

Funded Debt.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
Debentures,	Oct. 1, 1902	Oct. 1, 1930	\$2,000,000.00	\$234,000.00	\$234,000.00	\$234,000.00
1st Mortgage,	May 2, 1904	May 1, 1954	2,500,000.00	2,360,000.00	2,360,000.00	2,565,810.00
Total:						
Mtge. Bonds,	.....	.....	\$2,500,000.00	\$2,360,000.00	\$2,360,000.00	\$2,565,810.00
Miscellaneous Obligations,	.....	.....	2,000,000.00	234,000.00	234,000.00	234,000.00
Grand Total,	.....	.....	\$4,500,000.00	\$2,594,000.00	\$2,594,000.00	\$2,799,810.00

Funded Debt.—Continued.

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
3½%	April and October.	\$7,840.00	\$7,665.00
4%	May and November.	76,777.12	68,502.87
Total : Mtge. Bds., Misc. Obligations,		\$76,777.12	\$68,502.87
		7,840.00	7,665.00
Grand Total,		\$84,617.12	\$76,167.87

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bonds (p. 195)	\$2,360,000.00	\$2,360,000.00	\$76,777.12	\$68,502.87
Miscellaneous Obligations (p. 195),	234,000.00	234,000.00	7,840.00	7,665.00
Total,	\$2,594,000.00	\$2,594,000.00	\$84,617.12	\$76,167.87

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1905.
Bills Receivable, \$100.00	Matured Interest Coupons Unpaid (including Coupons due July 1,) . . . \$8,449.75
Due from solvent companies and individuals, . . 8,449.75	Balance Cash Assets, . . 198,886.18
N. Y., N. H. & H. R. R. Co., Improvement acc't, . . 198,286.18	
Total, \$206,885.93	Total, \$206,885.93

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 195),	\$2,000,000.00	\$2,000,000.00	60.99	\$32,792.00
Bonds (p. 195), . . .	2,594,000.00	2,594,000.00	60.99	42,582.00
Total,	\$4,594,000.00	\$4,594,000.00		\$75,824.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during Year not Included in Operating Expenses, charged to Construction or Equipment.	Total Cost to June 30, 1904.	Total Cost to June 30, 1905.	Cost Per Mile.
Construction :				
Real Estate,	\$508,487.00	.....	.....	.....
Bridges, Trestles, and Culverts,	54,495.30	.....	.....	.....
Track Fastenings, . .	333,086.65	.....	.....	.....
Crossings, Cattle Guards, and Signs, .	48.07	.....	.....	.....
Total Construction,	\$896,067.02	\$3,575,195.25	\$4,471,262.27	\$73,811.40

Item.	Total Cost to June 30, 1904.	Total Cost to June 30, 1905.	Cost per Mile.
Total Equipment,	\$297,086.57	\$297,086.57	\$4,871.07
Total Construction,	3,575,195.25	4,471,262.27	73,811.40
Grand Total Cost Construction, Equipment, etc.,	\$3,872,281.82	\$4,768,348.84	\$78,182.47

Does the absence of any entry under the heading "Included in Operating Expenses" (page 197) mean that no expenditures for permanent improvements or betterments have been charged to Operating Expense Accounts? Yes.

Income Account.

Income from Lease of Road.	\$284,617.12	
Total Income.		\$284,617.12
Deductions from Income:		
Interest on Funded Debt Accrued (p. 196).	\$84,617.12	
Total Deductions from Income,		\$84,617.12
Net Income,		\$200,000.00
Dividends, 10 per cent., Common Stock (p. 194), \$200,000.00		
Total,		\$200,000.00
Surplus on June 30, 1904 [from "General Balance Sheet," 1904 Report].		\$350,085.02
Additions for Year,		* 124,150.00
Surplus on June 30, 1905 [for entry on "General Balance Sheet," (p. 199)],		\$474,235.02

* Premiums on First Mortgage Bonds sold.

Stocks Owned.

None.

Bonds Owned.

None.

Miscellaneous Income.

None.

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.
\$3,575,195.25	Cost of Road (p. 197).	\$4,471,262.27	\$896,067.02
297,086.57	Cost of Equipment (p. 197),	297,086.57	.....
101,500.00	Lands Owned,	101,500.00	.....
24,799.10	Cash and Current Assets (p. 196),	206,885.98	182,086.88
\$3,998,580.92	Grand Total,	\$5,076,684.77	\$1,078,103.85

Comparative General Balance Sheet.—*Continued.*

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$2,000,000.00	Capital Stock (p. 195), . . .	\$2,000,000.00	.....	.....
1,074,000.00	Funded Debt (p. 195), . . .	2,860,000.00	\$1,286,000.00	.....
214,000.00	Debentures,	234,000.00	20,000.00	.....
351,498.99	Current Liabilities (p. 196), Accrued Interest on Funded Debt not yet payable, . . .	 8,449.75	..... .....	\$351,498.99 547.16
350,085.02	Profit and Loss (p. 198), . .	474,235.02	124,150.00	.....
\$3,998,580.92	Grand Total,	\$5,076,684.77	\$1,078,103.85	.....

Important Changes During the Year.

There has been issued of First Mortgage Bonds, \$1,286,000.00
 Debentures, 20,000.00

Contracts, Agreements, etc.

All contracts, etc. by Lessee Company.

Security for Funded Debt.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.	What Income and Securities Mortgaged.
	From—	To—	Miles.		
First Mortgage	Naugatuck Junc.	Winsted.	60.99	\$38,694.00	None.

Employees and Salaries.

Included in report of the N. Y., N. H. & H. R. R. Co.

Description of Equipment.

Included in report of Lessee Company.

Mileage.

Mileage of line owned by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Connecticut.	56.55	4.44	60.99	60.99

Characteristics of Road.

Included in report of Lessee Company.

Gauge of track, 4 feet 8½ inches; 60.99 miles.

Telegraph.

Included in report of Lessee Company.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, C. S. Mellen, President, and A. S. May, Treasurer, of the Naugatuck Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief, and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

C. S. MELLEN,
A. S. MAY,
President.
Treasurer.

Subscribed and sworn to before me this 22d day of September, 1905.

ARTHUR W. BOWMAN,
Notary Public.

THE NEW ENGLAND RAILROAD COMPANY.

History.

Name of common carrier making this report: The New England Railroad Company.

Date of organization: August 26, 1895.

Under Laws of what Government, State, or Territory organized: Massachusetts, Laws of 1895, Chapter 484. Connecticut, Laws of 1895, page 8.

What carrier operates the road of this Company: The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Date of Expiration of Term.
CHARLES F. CHOATE,	Boston, Mass.	October 18, 1905.
FRANK W. CHENEY,	So. Manchester, Conn.	" "
D. NEWTON BARNEY,	Hartford, Conn.	" "
J. PIERPONT MORGAN,	New York, N. Y.	" "
CHARLES S. MELLEN,	New Haven, Conn.	" "
GEORGE J. BRUSH,	New Haven, Conn.	" "
NATHANIEL THAYER,	Boston, Mass.	" "
CHARLES F. BROOKER,	Ansonia, Conn.	" "
FAYETTE S. CURTIS,	New Haven, Conn.	" "
ROBERT W. TAFT,	Providence, R. I.	" "
ROBERT KNIGHT,	Providence, R. I.	" "

Total number of stockholders at date of last election: 23.

Date of last meeting of stockholders for election of directors: October 19, 1904.

Post-office address of general office: Boston, Mass.

Name and address of officer to whom correspondence regarding this report should be addressed: H. M. Kochersperger, Third Vice-President N. Y., N. H. & H. R. R. Co., New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	CHARLES S. MELLEN,	New Haven, Conn.
Vice-President,	FAYETTE S. CURTIS,	" "
Secretary,	JOHN G. PARKER,	" "
Treasurer,	GEORGE B. PHIPPEN,	Boston, Mass.

Property Leased, or Otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the income account (p. 205) :

Name.	TERMINALS.		By what Company Operated.	Under What Kind of Contract Operated.	Miles of Line.
	From—	To—			
The New England.	Boston, Mass.,	Hopew'l Jc., N. Y.	N. Y., N. H. & H. R. R.	99 yr. lease.	213.56
" " "	Wicopee Jc., N. Y.	Fishkill Ldg.	" "	" "	1.90
Providence Branch,	Providence, R. I.,	Willimantic, Ct.,	" "	" "	57.76
Woonsocket "	Cook St., Newton.	Woonsocket, R. I.	" "	" "	26.67
Southbridge "	E. Thompson, Ct.,	Southbridge, Ms.	" "	" "	17.36
Dedham "	Dedham Jc., Ms.,	Dedham, Mass.,	" "	" "	1.53
" "	Islington, Mass.,	" "	" "	" "	2.00
Melrose "	Melrose, Conn.,	West St., R'kville	" "	" "	7.22
Springfield "	E. Hartford, Ct.,	Junc. B. & A. R. R.	" "	" "	
South Boston Freight		Sp'gfield, Mass.	" "	" "	26.31
Branch in Boston,	.....	.....	" "	" "	1.04
Total Mileage,					359.25

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . .	200,000	\$100.00	\$20,000,000.00	\$20,000,000.00
Preferred, . .	50,000,	100.00	5,000,000.00	5,000,000.00
Total, . .	250,000	.....	\$25,000,000.00	\$25,000,000.00

DIVIDENDS DECLARED DURING THE YEAR.

Rate.	Amount.
8½ per cent.	\$150,000.00
Manner of Payment for Capital Stock.	
Issued for property rights and franchises Common, . . Preferred, . .	200,000 50,000
Total,	250,000

The New England Railroad Company holds a portion of its Boston Terminals subject to mortgages given by the New York and New England Railroad Company for \$1,500,000, and the mortgage maturing January 1st, 1905, for \$10,000,000 was paid from the sales of \$10,000,000 of the Consolidated Mortgage Bonds of the New England Railroad Company. See balance sheet.

Interest accrued and paid during the year, \$848,063.17.

Issued under an act of the Legislature of the State of Connecticut, entitled "An Act to provide for the Incorporation of Purchasers of the Property and Franchises of the New York and New England Railroad Company," approved March 7, 1895, and in accordance with the third article and the fifth article of the Articles of Association set forth in the Certificate of Incorporation of the New England Railroad Company filed in the office of the Secretary of State of State of Connecticut, in compliance with the act aforesaid.

Funded Debt.

Mortgage bonds, miscellaneous obligations, and income bonds.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized On Amount Issued.
	Date of Issue.	When Due.				
Con. Mtge. Bonds,	Sep. 2 1895	July 1 1945	\$17,500,000	\$17,500,000	\$7,500,000 10,000,000	
Miscel. Obligat'ns,	.....	.....	.....	11,500,000	1,500,000	.....
Total, . . .	.....	.....	\$17,500,000	\$29,000,000	\$19,000,000	.....

INTEREST:

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
5 per cent.	January and July.	\$258,063.17	\$258,063.17
4 per cent.	" " "	200,000.00	200,000.00
Misc. Obligations,	.....	390,000.00	390,000.00
Total, . . .	.....	\$848,063.17	\$848,063.17

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bonds (p. 203)	\$17,500,000	\$17,500,000	\$458,068.17	\$458,068.17
Mis. Obligat'ns (p. 203),	11,500,000	1,500,000	390,000.00	390,000.00
Total, . . . . .	.....	.....	\$848,068.17	\$848,068.17

Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.	Current Liabilities accrued to and including June 30, 1905.
Due from Solvent Companies and Individuals, . . \$1,835,117.28	Matured Interest Coupons unpaid, \$180.00
Other Cash Assets (excluding "Materials and Supplies"), 886,214.08	Total Current Liabilities, \$180.00
Special Fund, 180.00	Balance, Cash Assets, . 2,721,331.81
Total Cash and Current Assets, \$2,721,461.81	Total, \$2,721,461.81

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 202),	\$25,000,000.00	\$25,000,000.00	359.25	\$69,589.00
Bonds,	19,000,000.00	19,000,000.00	359.25	52,888.00
Total,	\$44,000,000.00	\$44,000,000.00		\$122,477.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during Year, not included in Operating Expense, Charged to Construction or Equipment.	Total Cost to June 30, 1904.	Total Cost to June 30, 1905.	Cost Per Mile.
Construction :				
Real Estate,	\$153,391.43			
Grading,	230,076.68			
Bridges, Trestles, and Culverts,	86,804.31			
Frogs and Switches,	5,356.61			
Crossings, Cattle Guards, and Signs,	27,779.72			
Interlocking or Signal Apparatus,	33.40			
Station Buildings, Fixtures,	12,997.17			
Shops, Roundhouses, and Turntables,	60.51			
Docks and Wharves,	106.88			
General Expense,	7,381.50			
Total Construction,	\$512,887.81	\$30,314,830.66	\$30,887,707.87 \$10,000,000.00	\$38,811.29
Grand Total Cost of Construction, Equipment, etc.,	\$512,887.81	\$30,314,830.66	\$40,837,707.87	\$38,811.29

By paying Underlying Liens \$10,000,00 due January 1, 1905, with issue of \$10,000,000 Consolidated Mortgage Bonds of The New England Railroad Company, the Cost of Road was increased \$10,000,000.

Income Account.

Income from Lease of Road,	\$999,856.11	
Total Income,		\$999,856.11
Deductions from Income:		
Salaries and Maintenance of Organization,	\$1,792.94	
Interest on Funded Debt Accrued (p. 203),	848,063.17	
Total Deductions from Income,		849,856.11
Net Income,		\$150,000.00
Dividends, 3½ per cent., Preferred Stock (p. 202),		150,000.00
Deficit on June 30, 1904 [from "General Balance Sheet," 1904 Report],		\$351,550.99
Additions for Year,		\$1,400,590.17
Surplus on June 30, 1905 [for entry on "General Balance Sheet," p. 206],		\$1,049,039.18

Income Account.—Continued.**Changes in Profit and Loss:**

Premium on \$10,000,000 Consolidated Mortgage Bonds of 4% issue,	\$739,632.95	
Premium on \$2,500,000 Consolidated Mortgage Bonds of 5% issue,	625,000.00	\$1,364,632.95
Closing account Norwich & New York Trans. Co., and carrying same to Profit and Loss, . . .		35,957.22
		<u>\$1,400,590.17</u>

Stocks Owned.

None.

Bonds Owned.

None.

Miscellaneous Income.

None.

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$30,814,820.66	Cost of Road (p. 205),	\$40,827,707.87	\$10,512,887.21	.....
11,500,000.00	Stocks owned (p. 204) Underlying Liens, being Mortgage of the New York & New England R. R. Co.,	1,500,000.00	.....	\$10,000,000.00
886,844.08	Cash and Current Assets (p. 204),	2,721,461.31	1,835,117.23	.....
851,550.99	Profit and Loss (p. 205), . . . . .	.....	.....	851,550.99
\$43,052,715.73	Grand Total,	\$45,049,169.18	\$1,996,453.45	.....

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$35,000,000.00	Capital Stock (p. 202),	\$35,000,000.00	.....	.....
6,500,000.00	Funded Debt (p. 203),	17,500,000.00	\$11,000,000.00	.....
11,500,000.00	Mortgage Debt of the New York & New England R. R. Co.,	1,500,000.00	.....	\$10,000,000.00
52,715.73	Current Liabilities (p. 204),	130.00	.....	52,585.73
	Profit and Loss (p. 205),	1,049,039.18	1,049,039.18	.....
\$43,052,715.73	Grand Total,	\$45,049,169.18	\$1,996,453.45	.....

Important Changes During the Year.

Included in report of New York, New Haven & Hartford R. R. Co.

There has been issued \$11,000,000.00 of the Consolidated Mortgage Bonds during the year.

Contracts, Agreements, etc.

Included in report of New York, New Haven & Hartford R. R. Co.

Security for Funded Debt.

Class of Bond or Obligation.	What Road Mortgaged.
Consolidated Mortgage Bonds,	All property owned.

Employees and Salaries.

Included in the report of the New York, New Haven & Hartford R. R. Co.

Description of Equipment.

Included in the report of the New York, New Haven & Hartford R. R. Co.

Mileage.

Mileage of line owned, by States and Territories (single track) :

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Massachusetts, . . .	50.63	52.82	102.95	102.95
Connecticut, . . .	134.17	64.70	198.87	198.87
New York, . . .	30.56	.....	30.56	30.56
Rhode Island, . . .	.....	26.87	26.87	26.87
Total Mileage Owned,	215.36	148.89	359.25	359.25

Characteristics of Road.

Included in report of N. Y., N. H. & H. R. R. Co.

Gauge of track, 4 feet 8½ inches; 359 miles.

Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Name of Owner.	Name of Operating Company.
198.87	Western Union Tel. Co.	Western Union Tel. Co.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, C. S. Mellen, President, and George B. Phippen, Treasurer, of the New England Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief, and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

C. S. MELLEN,

President.

GEO. B. PHIPPEN,

Treasurer.

Subscribed and sworn before me this 22d day of September, 1905.

ARTHUR W. BOWMAN.

Notary Public.

Subscribed and sworn to before me this 18th day of September, 1905.

ARTHUR P. RUSSELL,

Notary Public.

NEW HAVEN & DERBY RAILROAD COMPANY.

History.

Name of common carrier making this report: New Haven and Derby Railroad Company.

Date of organization: August 24, 1867.

Under laws of what Government, State, or Territory organized: General Railroad Laws, State of Connecticut.

What carrier operates the road of this Company: The New York, New Haven, and Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
J. PIERPONT MORGAN,	New York, N. Y.,	4th Wed. in Oct. 1905.
WILLIAM ROCKEFELLER,	" "	" "
GEORGE J. BRUSH,	New Haven, Conn.,	" "
CHARLES S. MELLEN,	" "	" "
CHARLES F. BROOKER,	Ansonia, Conn.,	" "
ARTHUR D. OSBORNE,	New Haven, Conn.,	" "
L. DEVER WARNER,	Bridgeport, Conn.,	" "
* JOHN M. HALL,	New Haven, Conn.,	" "
FRANK W. CHENEY,	So. Manchester, Conn.,	" "

* Died January 27, 1905.

Total number of stockholders at date of last election: 2.

Date of last meeting of stockholders for election of directors: October 26, 1904.

Post-office address of general office: New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: A. S. May, Treasurer, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	CHARLES S. MELLEN,	New Haven, Conn.
Vice-President,	CHARLES F. BROOKER,	Ansonia, "
Secretary,	JOHN G. PARKER,	New Haven, "
Treasurer,	A. S. MAY,	" "

Property Operated.

None.

Property Leased, or Otherwise Assigned for Operation.

Name.	TERMINALS.		By what Company Operated.	Under what Kind of Contract Operated.	Miles of Line.
	From —	To —			
New Haven & Derby Railroad.	New Haven Derby	Derby Junc. Huntington.	The New York, New Haven & Hartford R.R. Co.	Lease.	10.75 8.79
Total Mileage,					14.55

Property Leased, or Otherwise Controlled for Operation.

All the railroad and property of the Company leased to the New York, New Haven & Hartford R. R. Co. for 99 years from July 1, 1892. Annual rental, 3% dividends on the capital stock to and including June 30, 1895, and 4% thereafter during term of lease, interest of funded debt, all taxes and assessments.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	7,000	\$100.00	\$700,000.00	\$447,000.00	4%	\$17,880.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash: Common,	4,470	\$447,000.00

Funded Debt.

Class of Bond or Mortgage.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
Consol'd Mtg.,	1888	1918	\$300,000.00	\$575,000.00	\$575,000.00	\$575,000.00
*1st Mortgage,	1870	1900	225,000.00	225,000.00	225,000.00	225,000.00
*Mtg. Certif'ate,	1888	1900	480,000.00	480,000.00	480,000.00	480,000.00
Total,			\$1,505,000.00	\$1,280,000.00	\$1,280,000.00	\$1,280,000.00

* Paid at maturity by The New York, New Haven and Hartford R. R. Co.

Funded Debt.—Continued.**INTEREST.**

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
5%	May and November.	\$28,750.00	\$28,750.00
7%	February and August.	.....	.....
6%	February and August.	.....	.....
Total, .	.....	\$28,750.00	\$28,750.00

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1905.
Due from solvent companies and individuals, . \$4,791.67	Audited Vouchers and Accounts, . . . \$297,204.48
Balance Current Liabilities, 297,204.48	Miscellaneous — Interest Accrued, not due, . 4,791.67
Total, . . . \$301,996.15	Total, . . . \$301,996.15

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 210),	\$447,000.00	\$447,000.00	14.55	\$30,722.00
Bonds (p. 210), . .	1,280,000.00	1,280,000.00	14.55	87,972.00
Total, . . .	\$1,727,000.00	\$1,727,000.00	.....	\$118,694.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during Year, Not Included in Operating Expenses, Charged to Construction or Equipm't.	Total Cost to June 30, 1904.	Total Cost to June 30, 1905.	Cost per Mile.
Bridges, Trestles, and Culverts,	\$28,127.54			
Ties, Rails, Track Fastenings, Frogs and Switches, Ballast, Track Laying and Surfacing,				
Water Stations,	2,289.45			
Sidings,	1,891.50			
Total Construction,	\$32,308.49	\$1,824,287.09	\$1,856,595.58	\$127,601.07
Total Equipment,		200,675.62	200,675.62	13,792.14
Grand Total Cost Construction, Equipment, etc., }	\$32,308.49	\$2,024,962.71	\$2,057,271.20	\$141,393.21

Does the absence of any entry under the heading "Included in Operating Expenses" (page 212) mean that no expenditures for permanent improvements or betterments have been charged to Operating Expense Accounts? Yes.

Income Account.

Income from Lease of Road,	\$46,630.00	
Total Income,		\$46,630.00
Deductions from Income:		
Interest on funded debt accrued (p. 211),	\$28,750.00	
Total Deductions from Income,		28,750.00
Net Income,		\$17,880.00
Dividends, 4 per cent., Common Stock (p. 210),	\$17,880.00	
Total,		17,880.00
Surplus on June 30, 1904 [from "General Balance Sheet," 1904 report],		\$33,066.72
Surplus on June 30, 1905 [for entry on "General Balance Sheet," p. 213],		\$33,066.72

Stocks Owned.

None.

Bonds Owned.

None.

Miscellaneous Income.

None.

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.
\$1,824,287.09	Cost of Road (p. 212),	\$1,856,595.58	\$32,308.49
200,675.62	Cost of Equipment (p. 213),	200,675.62	.....
4,791.67	Cash and Current Assets (p. 211),	4,791.67	.....
\$2,029,754.38	Grand Total,	\$2,062,062.87	\$32,308.49

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.
\$447,000.00	Capital Stock (p. 210),	\$447,000.00	.....
1,280,000.00	Funded Debt (p. 210),	1,280,000.00	.....
264,895.99	Current Liabilities (p. 211),	297,204.48	\$32,308.49
4,791.67	Accrued Interest on Funded Debt not yet payable,	4,791.67	.....
83,066.72	Profit and Loss,	83,066.72	.....
\$2,029,754.38	Grand Total,	\$2,062,062.87	\$32,308.49

Important Changes During the Year.

None.

Contracts, Agreements, etc.

None.

Security for Funded Debt.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.	Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.	What Income and Securities Mortgaged.
Consolidated Mortgage,	All.	14.55	\$39,518.00	All.	None.
First Mortgage, . . .	"	14.55	15,464.00	"	"
Mortgage Certificates, .	"	14.55	32,990.00	"	"

Employees and Salaries.

Included in report of The New York, New Haven and Hartford R. R. Co.

Description of Equipment.

Included in report of Lessee Company.

Mileage.

Mileage of line owned by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Connecticut, . . .	10.76	3.79	14.55	14.55

Characteristics of Road.

Included in report of Lessee Company.

Gauge of track, 4 feet 8½ inches; 14.55 miles.

Telegraph.

Included in report of Lessee Company.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, C. S. Mellen, President, and A. S. May, Treasurer, of the New Haven & Derby Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief, and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

C. S. MELLEN,
President.

A. S. MAY,
Treasurer.

Subscribed and sworn to before me this 22d day of September, 1905.

ARTHUR W. BOWMAN,
Notary Public.

NEW HAVEN & NORTHAMPTON COMPANY.

History.

Name of common carrier making this report: The New Haven and Northampton Company.

Date of organization: 1862.

Under laws of what Government, State, or Territory organized: Under the laws of the States of Massachusetts and Connecticut. (Massachusetts Special Laws, vol. xi, pp. 286, 653; Massachusetts Special Laws, vol. xii, pp. 25, 736, 822; Massachusetts Special Laws, vol. xiii, p. 484; Massachusetts Special Laws, vol. xiv, pp. 386, 485, 623; Massachusetts Special Laws, vol. xv, pp. 677, 1430; Connecticut Private Laws, vol. v, pp. 460, 724; Connecticut Special Laws, vol. vi, pp. 217, 303, 733; Connecticut Special Laws, vol. vii, pp. 267, 871, 987; Connecticut Special Laws, vol. viii, pp. 296, 419, 420; Connecticut Private Acts, 1870, pp. 146, 198; Connecticut Special Acts 1875, p. 130; Connecticut Special Acts, 1876, p. 119.)

If a consolidated company, name the constituent companies: The constituent companies were: The original New Haven & Northampton Company (Massachusetts Special Laws, vol. vii, pp. 675, 691; Connecticut Private Laws, vol. i, p. 308; Connecticut Private Laws, vol. iii, p. 294; Connecticut Private Laws, vol. iv, pp. 888, 982, 983, 984, 985, 1384; Connecticut Private Acts, 1847, p. 104). The Hampden R. R. Company (Massachusetts Special Laws, vol. ix, p. 546). The Northampton & Westfield Railroad Corporation (Massachusetts Special Laws, vol. ix, p. 561). The Hampshire & Hampden Railroad Corporation (Massachusetts Special Laws, vol. ix, pp. 767, 773; Massachusetts Special Laws, vol. x, pp. 552, 742, 922); and the Farmington Valley Railroad Company (Private Laws of Connecticut, vol. iv, pp. 893, 896; Connecticut Private Acts, 1858, p. 125; Connecticut Private Acts, 1862, p. 94; Connecticut Private Acts, 1867, p. 275).

Date and authority for each consolidation: In 1853, the Hampden R. R. Co., with the Northampton & Westfield R. R. Corporation, forming the Hampshire & Hampden Railroad Corporation; in 1862, the Hampshire & Hampden Railroad Corporation with the original New Haven & Northampton Company, and in 1862 with the Farmington Valley Railroad Company. For authority for each consolidation see acts above cited.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized: Originally in Connecticut, The President, Directors, and Company of the Farmington Canal (Private Laws of Connecticut, vol. i, pp. 300, 307, 308, 318), and in Massachusetts, the Hampshire & Hampden Canal Company (Massachusetts Special Laws, vol. vi, pp. 40, 320, 702, 829; Massachusetts Special Laws, vol. vii, p. 186).

History.—Continued.

What carrier operates the road of this company: The New York, New Haven & Hartford Railroad Company.

The New York, New Haven & Hartford Railroad Company owns the entire capital stock.

Organization.

Names of Directors.	Post-office Address.	Date of Expiration of Term.
GEORGE J. BRUSH,	New Haven, Conn.,	January 5, 1906.
A. HEATON ROBERTSON,	" "	" "
* JOHN M. HALL,	" "	" "
CHARLES F. BROOKER,	Ansonia, Conn.,	" "
D. NEWTON BARNEY,	Farmington, Conn.,	" "
ARTHUR D. OSBORNE,	New Haven, Conn.,	" "
CHARLES S. MELLEN,	" "	" "
FRANK W. CHENEY,	South Manchester, Conn.,	" "
WILLIAM SKINNER,	Holyoke, Mass.,	" "

* Died Jan. 27, 1905.

Total number of stockholders at date of last election: One.

Date of last meeting of stockholders for election of directors: January 4, 1905.

Post-office address of general office: New Haven, Conn.

Post-office address of operating office: New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: Edward A. Ray, Secretary and Treasurer, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	CHARLES S. MELLEN,	New Haven, Conn.
Vice-President,	CHARLES F. BROOKER,	Ansonia, "
Secretary-Treasurer,	EDWARD A. RAY,	New Haven, "

Property Operated.

Name of every railroad the operations of which are included in the Income Account:

Name.	TERMINALS.		Miles of Line for each Road Named.
	From —	To —	
New Haven & Northampton,	New Haven,	Conway Junc.,	94.64
Collinsville Branch,	Farmington,	New Hartford,	14.09
Williamsburg Branch,	Northampton,	Williamsburg,	7.51
Turner's Falls Branch,	South Deerfield,	Turner's Falls,	10.07
<i>And the Leased</i>			
Holyoke & Westfield,	Westfield,	Holyoke,	10.83
Total,			136.63

Property Leased, or Otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the income account (p. 220) :

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From—	To—			
N. H. & Northampton and Branches, Holyoke & Westfield.	New Haven Westfield,	Conway Jc., etc., Holyoke,	N. Y., N. H. & H. R. R. Co., do.	99 yrs. lease. do.	126.81 10.83
Total Mileage,					136.63

Holyoke & Westfield Road leased to N. H. & N. Co. by perpetual lease and included in General Lease to N. Y., N. H. & H. R. R.

Property Leased, or Otherwise Controlled for Operation.

Leased to the New York, New Haven & Hartford Railroad Company for ninety-nine years from the first day of April, 1887, at one per cent. on the capital stock for first three years; two per cent. on the capital stock for second three years; three per cent. on the capital stock for third three years, and four per cent. on the capital stock thereafter with interest on bonds issued or guaranteed by the lessors, and all taxes, rates, etc., assessed or imposed.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	50,000	\$100.00	\$5,000,000.00	\$2,460,000.00	4 per ct.	\$98,400.00

Manner of Payment for Capital Stock.	Number of Shares Issued during Year.	Cash Realized on Amount Issued during Year.	Total Number Shares Issued and Outstanding.
Issued for Cash: Approximate,	18,820	\$1,882,000.00	24,600
Issued for Construction: Approximate,	5,780	578,000.00	.....
Total,	24,600	\$2,460,000.00	24,600

Funded Debt.

Mortgage bonds, miscellaneous obligations, and income bonds:

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
Mtg. & Sinking Fund,	1879	1909	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000
Northern Extension,	1881	1911	700,000	700,000	700,000	700,000
Convertible,	1886	1904	700,000	700,000	700,000	700,000
Total, . . .	.....	.....	\$2,600,000	2,600,000	\$2,600,000	\$2,600,000

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
6 per cent.	April and October.	\$72,000.00	\$72,000.00
5 per cent.	April and October.	35,000.00	35,000.00
5 per cent.	January and July.	35,000.00	35,000.00
.....	Total,	\$142,000.00	\$142,000.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mtge. Bonds (p. 218),	\$1,900,000.00	\$1,900,000.00	\$107,000.00	\$107,000.00
Mis. Obliga. (p. 218),	700,000.00	700,000.00	35,000.00	35,000.00
Total, . . .	\$2,600,000.00	\$2,600,000.00	\$142,000.00	\$142,000.00

Receiver's Certificates.

None.

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1905.	
Cash,	\$207.46	Balance—Cash Assets, . .	\$207.46

Recapitulation.

a. For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 217),	\$2,460,000.00	\$2,460,000.00	.....	\$19,475 89
Bonds (p. 218), . . .	2,600,000.00	2,600,000.00	.....	20,584.28
Total,	\$5,060,000.00	\$5,060,000.00	126.81	\$40,060.17

b. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the income account—p. 220:

Name of Road.	Capital Stock.	Funded Debt.	Total.	Miles.
N. H. & Northampton and Branches,	\$2,460,000.00	\$2,600,000.00	\$5,060,000.00	126.81
Holyoke & Westfield R. R., Leased, . . . . .	.....	.....	.....	10.82
Grand Total,				136.63

Cost of Road, Equipment, and Permanent Improvements.

No details from which to answer these questions.

Item.	Total Cost to June 30, 1905, Date of Lease.	Cost per Mile.
Total Construction.	\$5,731,586.62	45,377.00
Equipment:		
Locomotives,	317,419.96	.....
Passenger Cars, etc.,	180,405.59	.....
Freight Cars,	402,605.07	.....
Total Equipment,	\$850,480.62	.....
Grand Total Cost Construction, Equipment, etc..	\$6,582,017.24	\$45,377.00

Income Account.

Income from Lease of Road,	\$296,317.28	
Dividends on Stocks owned,	2,980.00	
Total Income,		\$299,297.28
Deductions from Income:		
Salaries and Maintenance of Organization,	\$180.50	
Interest on Funded Debt accrued (p. 218),	142,000.00	
Taxes,	40,917.28	
Other Deductions, Sinking Fund Payment,	15,000.00	
Total Deductions from Income,		\$198,097.78
Net Income,		\$101,199.50
Dividends, 4 per cent., common stock (p. 217),	98,400.00	
Total,		\$98,400.00
Surplus from Operations of Year ending June 30, 1905,		\$2,799.50
Surplus on June 30, 1904, [from "General Balance Sheet," 1904 Report],		1,555,318.95
Deficit on June 30, 1905 [for entry on "General Balance Sheet," p. 222],		\$1,558,118.45

Earnings from Operation.

Operated by Lessees.

Stocks Owned.

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Cost.
a. Railway Stocks:				
Holyoke & Westfield R.R., . . .	\$20,000.00	12 p. ct.	\$2,400.00	\$20,000.00
N. Y., N. H. & Hartford R.R., . .	7,200.00	8 p. ct.	520.00	14,893.00
b. Other Stocks:				
Southington Water Co.,	1,000.00	6 p. ct.	60.00	1,000.00
Grand Total — a and b,	\$28,200.00	.....	\$2,980.00	\$35,893.00

Bonds Owned.

None.

Rentals Received.

None.

Miscellaneous Income.

None.

Operating Expenses.

Reported by Lessees.

Rentals Paid.

a. Rents paid for lease of road:

Name of Road.	Interest on Bonds Guaranteed.	Cash — 50 per cent. Gross Earnings.	Total.
Holyoke & Westfield R.R.,	\$8,000.00	\$33,007.88	\$41,007.88

b. Rents paid for lease of tracks, yard, and terminals. None.

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$5,731,586.62	Cost of Road (p. 220), . . .	\$5,731,586.62	.....	.....
850,430.62	Cost of Equipment (p. 220), . .	850,430.62	.....	.....
33,081.50	Stocks Owned (p. 221), . . .	85,893.75	\$2,812.25	.....
220.21	Cash and Current Assets (p. 219),	207.46	.....	\$12.75
375,000.00	Sinking Fund,	390,000.00	15,000.00	.....
\$6,990,318.95	Grand Total,	\$7,008,118.45	\$17,812.25	\$12.75

Comparative General Balance Sheet.—Continued.

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.
\$2,460,000.00	Capital Stock (p. 217), . . .	\$2,460,000.00	.....
2,600,000.00	Funded Debt,	2,600,000.00	.....
875,000.00	Sinking Fund,	890,000.00	\$15,000.00
1,555,818.95	Profit and Loss (p. 220), . . .	1,558,118.45	2,799.50
\$6,990,818.95	Grand Total,	\$7,008,118.45	\$17,799.50

Important Changes During the Year.

Reported by Lessees.

Contracts, Agreements, etc.

Reported by Lessees.

Security for Funded Debt.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.
	From —	To —	Miles.		
New Haven & Northampton, Collinsville Brch., North'n Exten., }	New Haven Farmington Northampton So. Deerfield	Williamsburg. New Hartford. Conway Junc. Turner's Falls.	88.84 14.09 18.81 10.07	\$15,042.85	All.
.....	.....	.....	126.81		
.....					
.....					

Employees and Salaries.

President and Vice-President, No Salary; Secretary and Treasurer \$100.00 per annum.

General Officers — 3; \$100.00

Traffic and Mileage Statistics.

Reported by Lessees.

Freight Traffic Movement.

Reported by Lessees.

Description of Equipment.

Reported by Lessees.

Mileage.

Mileage of line owned, by States and Territories (single track) :

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Connecticut — 37.17 New Haven to Granby; 14.69 Farmington to New Hartford,	51.26	39.70	90.96	90.96
Massachusetts — 25.80 Granby to Conway Junc.; 7.51 Northampton to Williamsburg; 10.07 So. Deer- field to Turner's Falls,	43.38	44.65	88.03	88.03
Total,	94.64	84.35	178.99	178.99

Renewals of Rails and Ties.

Reported by Lessees.

Consumption of Fuel by Locomotives.

Reported by Lessees.

Accidents to Persons.

Reported by Lessees.

Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
			Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
From—	To—	Miles.			
New Haven	Conway Junc.	94.64	159	24.16	70.48
Northampton	Williamsburg.	7.51	25	3.20	4.81
South Deerfield	Turner's Falls.	10.07	16	2.14	7.98
Farmington	New Hartford.	14.09	44	7.71	6.88
Westfield	Holyoke.	10.82	15	2.05	8.27
Total,		136.63	259	39.26	97.87

Characteristics of Road.—Continued.

PROFILE.

Length of Level Lines. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
30.48	57	1,028	37.74	49	800	26.42
4.37	3	368	7.14			
4.54	8	81	2.81	5	116	2.73
2.80	12	243	9.33	6	67	2.46
3.14	5	190	3.63	2	225	3.55
44.88	85	1,910	60.65	62	1,208	35.15

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.	
		Feet.	Inches.
Bridges:			
Stone,	31	457	3
Iron,	77	5,018	7
Wooden,	8	545	..
Total,	116	6,016	10

OVERHEAD HIGHWAY AND RAILROAD CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings:—Bridges,	30	14	..
Conduits,	1	14	3
Total,	31	..	..
Overhead Railway Crossings:—Bridges,	4	14	..

Gauge of track, 4 feet 8½ inches; 126.31 miles.

Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
126.31	126.31	Western Union Tel. Co.	Western Union Tel. Co.

Car Mileage.

Reported by Lessees.

Taxes and Assessments of all Kinds.

Taxes paid direct by Lessees. Mode of computation unknown.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, C. S. Mellen, President, and Edward A. Ray, Treasurer, of the New Haven & Northampton Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief, and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

C. S. MELLEN,
President.

EDWARD A. RAY,
Treasurer.

Subscribed and sworn to before me this 22d day of September, 1905.

ARTHUR W. BOWMAN,
Notary Public.

NEW LONDON NORTHERN RAILROAD COMPANY.

History.

Name of common carrier making this report: New London Northern Railroad Company.

Date of organization: May 31, 1860.

Under the laws of what Government, State, or Territory organized: States of Massachusetts and Connecticut.

If a consolidated company, name the constituent companies: New London Northern Railroad Company and Amherst, Belchertown & Palmer Railroad Company.

Date and authority for each consolidation: February 4, 1860, Acts of Massachusetts and Connecticut.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized: New London, Willimantic & Palmer Railroad Company.

What carrier operates the road of this company: Central Vermont Railway Company.

Organization.

Names of Directors.	Post-office Address.	Date of Expiration of Term.
CHARLES H. OSGOOD,	Norwich, Conn.,	January 11, 1906.
JAMES A. RUMRILL,	Springfield, Mass.,	" "
THOMAS B. EATON,	Worcester, "	" "
EDWARD C. SMITH,	St. Albans, Vt.,	" "
JOHN C. AVERILL,	Norwich, Conn.,	" "
GUILFORD SMITH,	South Windham, Conn.,	" "
WALTER C. NOYES,	New London, Conn.,	" "
FRANK B. BRANDEGEE,	" " "	" "
JUSTUS A. SOUTHARD,	" " "	" "

Total number of stockholders at date of last election: 392.

Date of last meeting of stockholders for election of directors: Feb. 1, 1905.

Give post-office address of general office: New London, Conn.

Give post-office address of operating office: St. Albans, Vt.

Name and address of officer to whom correspondence regarding this report should be addressed: J. A. Southard, Secretary, New London, Conn.

Officers.

Title.	Name.	Location of Office.
President,	WALTER C. NOYES,	New London, Conn.
Secretary,	J. A. SOUTHARD,	" "
Treasurer,	JOHN C. AVERILL,	" "

Officers of Lessees.

Auditor,	W. G. CRABBE,	St. Albans, Vt.
General Manager,	G. C. JONES,	" "
Asst. Superintendent,	E. D. NASH,	New London, Conn.
Supt. of Telegraph,	M. MAGIFF,	St. Albans, Vt.
General Freight Agent,	ROBERT L. BURNAP,	" "
General Passenger Agent,	J. E. BENTLEY,	" "

Property Operated.

Name of every railroad the operations of which are included in the Income Account (p. 230) :

Name.	TERMINALS.		Miles of Line for each Road named.
	From —	To —	
New London Northern.	New London, Conn.,	Brattleboro, Vt.	121

Property Leased, or Otherwise Assigned for Operation.

Name of railroad, the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 230) :

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From —	To —			
New London Northern.	New London, Conn.,	Brattleboro, Vt.	Central Vt. Ry.	Lease.	121
West River (formerly Brattleboro & Whitehall).	Brattleboro, Vt.,	Londonderry, "	" "	"	36

Leased to the Central Vermont Railroad Company (succeeded by the Central Vermont Railway Company), for ninety-nine years from December 1, 1891, at a rental of \$211,000 per annum, lease assumed by the Central Vermont Railway Company May 1, 1899. From August 1, 1899, \$2,552.50 annually additional for rental of Palmertown siding. From June 1, 1905, \$3,000.00 per annum additional for interest on West River R. R. bonds, guaranteed by this Company.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common, .	20,000	\$100.00	\$2,000,000.00	\$1,500,000.00	9 per ct.	\$135,000.00

Manner of Payment for Capital Stock.	Total Cash Realized.
Issued for Cash: Common,	\$340,673.33
Issued for Bonds,	1,102,660.00
Issued for Stock of Amherst, Belchertown & Palmer Railroad,	56,666.67
Total,	\$1,500,000.00

Funded Debt.

. Mortgage bonds, miscellaneous obligations, and income bonds.

Class of Bond or Obligation.	TIMES.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
Consolidated, .	1880	1910	\$812,000	\$812,000	\$812,000	\$847,066.65
Consolidated, .	1885	1910	300,000	300,000	300,000	304,530.00
Consolidated, .	1892	1910	388,000	388,000	388,000	393,877.00
Grand Total, .	.....	.....	\$1,500,000	\$1,500,000	\$1,500,000	\$1,545,473.65

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
5 per cent.	January and July.	\$40,600.00	\$40,600.00
4 per cent.	January and July.	12,000.00	12,000.00
4 per cent.	January and July.	15,520.00	15,520.00
Total, .	.....	\$68,120.00	\$68,120.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mtg. Bond (p. 228),	\$1,500,000.00	\$1,500,000.00	\$68,120.00	\$68,120.00

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1905.	
Cash,	\$75,025.00	Loans and Bills Payable, .	\$10,000.00
Due from Solvent Companies and Individuals, .	202.21	Audited Vouchers and Accounts, .	333.84
		Dividends not called for, .	5,757.80
		Matured Interest Coupons unpaid, .	309.84
		Miscellaneous, .	250.00
		Total—Current Liabilities, .	\$16,650.48
		Balance—Cash Assets, .	58,576.73
Total,	\$75,227.21	Total,	\$75,227.21

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 228),	\$1,500,000.00	\$1,500,000.00	121	\$12,396.69
Bonds (p. 228), . . .	1,500,000.00	1,500,000.00	121	12,396.69
Total,	\$3,000,000.00	\$3,000,000.00	.....	\$24,793.88

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1904.	Total Cost to June 30, 1905.	Cost per Mile.
Total Construction,	\$3,064,629.47	\$3,064,629.47	\$35,327.53
Total Equipment,	248,420.44	248,420.44	2,053.06
Grand Total Cost Construction, Equipment, etc.,	\$3,313,049.91	\$3,313,049.91	\$37,380.58

Income Account.

Gross earnings from operation (p. 231),	\$1,080,083.47	
Less operating expenses (p. 233),	943,551.49	
Income from operation,		\$136,531.98
Total income,		\$136,531.98
Deductions from income:		
Rents paid for lease of road (p. 234),	\$203,952.50	
Taxes,	47,839.35	
Total deductions from income,		251,791.85
Deficit,		\$115,259.87
Deficit from operations of year ending June 30, 1905,		\$115,259.87
Income from lease of road,	\$213,802.50	
Miscellaneous income (p. 232),	761.49	
Income from other sources,		761.49
Total income,		\$214,563.99
Deductions from income:		
Salaries and Maintenance of Organization,	\$6,471.67	
Interest on funded debt accrued (p. 228),	68,120.00	
Interest on interest-bearing current liabilities, etc.,	400.00	
Other deductions,	250.00	
Total deductions from income,		75,241.67
Net income,		\$139,322.32
Dividends, 9 per cent., common stock (p. 228),	\$135,000.00	
Total,		\$135,000.00
Surplus from operations of year ending June 30, 1905,		\$4,322.32
Surplus on June 30, 1904 [from "General Balance Sheet," 1904 Report],		522,304.32
Surplus on June 30, 1905 [for entry on "General Balance Sneet," (p. 234)],		\$526,626.64

Earnings from Operation.

Item.	Total Receipts.	Deductions, Account of Re- payments, etc.	Actual Earnings.
Passenger—Passenger Revenue,	\$194,563.69		
Less Payments—Tickets Redeemed,		\$216.87	
Excess Fares Refunded,		2,261.85	
Total Deductions,		\$2,478.22	
Total Passenger Revenue,			\$192,084.47
Mail,	17,925.32		
Express,	20,027.13		
Extra Baggage and Storage,	2,296.46		
			40,251.91
Total Passenger Earnings,			\$232,336.38
Freight—Freight Revenue,	\$884,102.21		
Less Repayments— Overcharge to Shippers,		\$12,136.94	
Total Deductions,		12,136.94	
Total Freight Revenue,			821,965.27
Total Freight Earnings,			
Total Passenger and Freight Earnings,			\$1,054,301.65
Other Earnings from Operation : Rents not otherwise provided for,	25,781.82		
Total Other Earnings,			\$25,781.82
Total Gross Earnings from Operation { Entire Line, }			\$1,080,083.47

Stocks Owned.

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
West River Railroad,	\$150,000.00	..	None.	\$150,000.00

Miscellaneous Income.

Item.	Gross Income.	Net Miscellaneous Income.
Interest,	\$761.49	\$761.49

Operating Expenses.

Item.	Amount.
Maintenance of Way and Structures:	
Repairs of Roadway,	\$50,509.44
Renewals of Rails,	22,598.67
Renewals of Ties,	10,097.67
Repairs and Renewals of Bridges and Culverts,	82,259.48
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards,	7,159.97
Repairs and Renewals of Buildings and Fixtures,	6,722.96
Repairs and Renewals of Docks and Wharves,	1,114.78
Repairs and Renewals of Telegraph,	298.47
Stationery and Printing,	181.97
Total,	\$180,883.26
Maintenance of Equipment:	
Superintendence,	\$5,808.48
Repairs and Renewals of Locomotives,	9,087.86
Repairs and Renewals of Passenger Cars,	4,746.54
Repairs and Renewals of Freight Cars,	9,869.80
Repairs and Renewals of Work Cars,	217.87
Repairs and Renewals of Shop Machinery and Tools,	484.55
Stationery and Printing,	326.91
Other Expenses,	4,244.25
Total,	\$34,785.26

Operating Expenses. —Continued.

Item.	Amount.
Conducting Transportation:	
Superintendence,	\$14,587.04
Engine and Roundhouse Men,	54,005.00
Fuel for Locomotives,	178,854.98
Water Supply for Locomotives,	5,838.07
Oil, Tallow, and Waste for Locomotives,	2,899.68
Other Supplies for Locomotives,	914.05
Train Service,	49,816.02
Train Supplies and Expenses,	8,198.55
Switchmen, Flagmen, and Watchmen,	15,976.60
Telegraph Expenses,	18,671.09
Station Service,	202,180.46
Station Supplies,	9,602.77
Car Per Diem and Mileage—Balance,	85,848.60
Hire of Equipment—Balance,	37,106.87
Loss and Damage,	21,810.57
Injuries to Persons,	11,116.15
Clearing Wrecks,	1,886.82
Advertising,	2,248.14
Outside Agencies,	18,789.46
Commissions,	620.78
Rents of Buildings and Other Property,	19,044.86
Stationery and Printing,	6,721.66
Other Expenses,	48.65
Total,	\$700,225.27
General Expenses:	
Salaries of General Officers,	\$5,185.92
Salaries of Clerks and Attendants,	12,110.85
General Office Expenses and Supplies,	1,827.23
Insurance,	4,436.96
Law Expenses,	2,457.76
Stationery and Printing (General Offices),	1,468.67
Other Expenses,	220.81
Total,	\$27,657.70
Recapitulation of Expenses:	
Maintenance of Way and Structures,	\$180,883.26
Maintenance of Equipment,	84,785.26
Conducting Transportation,	700,225.27
General Expenses,	27,657.70
Grand Total,	\$948,551.49

Percentage of expenses to earnings—entire line, 87%.

Rentals Paid.

Name of Road.	Cash.	Total.
New London Northern,	\$208,952.50	\$208,952.50

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$3,064,629.47	Cost of Road (p. 230), . .	\$3,064,629.47	.....	.....
248,420.44	Cost of equipment (p. 230),	248,420.44	.....	.....
.....	Stocks owned (p. 231), . .	150,000.00	\$150,000.00	.....
150,000.00	Bonds owned, . . . .	.....	.....	\$150,000.00
5,000.00	Steamboat property, . .	5,000.00	.....	.....
67,531.55	Cash and Current Assets (p. 229),	75,227.31	7,695.66	.....
\$3,585,581.46	Grand Total,	\$3,543,277.12	\$7,695.66	.....

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$1,500,000.00	Capital Stock (228), . .	\$1,500,000.00	.....	.....
1,500,000.00	Funded Debt (p. 228), . .	1,500,000.00	.....	.....
13,277.14	Current Liabilities (p. 229),	16,650.48	\$3,373.34	.....
522,304.32	Profit and Loss (p. 230),	526,626.64	4,322.32	.....
\$3,585,581.46	Grand Total,	\$3,543,277.12	\$7,695.66	.....

Security for Funded Debt.

Class of Bond or Obligation.	WHEAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From —	To —	Miles.	
Consolidated,	New London, Ct.,	Brattleboro, Vt.	121	\$12,396.69

Employees and Salaries.

Class.	No.	Total No. of Days Worked.	Total Yearly Compensation.	Av. Daily Compensation.
Other Officers,	2	780	\$3,600.00	\$4.98
General Office Clerks,	2	780	1,080.00	1.47
Station Agents,	32	11,544	18,588.00	1.61
Other Station Men,	360	114,102	144,071.16	1.26
Enginemen,	31	9,044	26,689.80	2.95
Firemen,	27	8,748	15,048.00	1.72
Conductors,	31	6,924	17,022.96	2.46
Other Trainmen,	47	15,108	25,362.36	1.67
Machinists,	15	5,340	12,420.00	2.38
Carpenters,	13	4,620	10,017.60	2.17
Other Shopmen,	16	5,328	11,899.04	2.14
Section Foremen,	25	7,860	14,856.00	1.89
Other Trackmen,	82	19,200	23,040.00	1.20
Switchmen, Flagmen, and Watchmen,	41	13,680	17,061.60	1.25
Telegraph Operators, and Dispatchers,	32	11,904	21,748.64	1.83
All other Employees and Laborers,	42	13,704	14,635.20	1.07
Total (including "General Officers"),	788	248,566	\$376,680.36	\$1.52
Distribution of above:				
General Administration,	4	1,460	4,680.00	3.21
Maintenance of Way and Structures,	117	30,300	44,926.80	1.48
Maintenance of Equipment,	34	12,048	26,805.84	2.23
Conducting Transportation,	633	204,758	300,267.72	1.47
Total (including "General Officers"),	788	248,566	\$376,680.36	\$1.52

Traffic and Mileage Statistics.

Item.	No. Passengers, Tonnage, Car Mileage, No. Cars, etc.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	488,774	.....	.....	.....
No. of passengers carried one mile,	7,945,594	.....	.....	.....
No. of pass'gers carried 1 mile per mile of road,	65,666	.....	.....	.....
Average distance carried,* miles,	1,640	.....	.....	.....
Total passenger revenue (p. 281),		192,084	47	.....
Average am't received from each passenger,†			89	7.05
Average receipts per passenger per mile,†			03	4.17
Total passenger earnings (p. 281),		232,836	88	.....
Passenger earnings per mile of road,*		1,881	27	.....
Passenger earnings per train mile,†			75	4.44
Freight Traffic:				
No. of tons carried of freight earning revenue,	1,323,398	.....	.....	.....
No. tons carried one mile,	55,787,049	.....	.....	.....
No. of tons carried one mile per mile of road,	451,312	.....	.....	.....
Average distance haul of one ton,* miles,	42.12	.....	.....	.....
Total freight revenue (p. 281),		821,965	27	.....
Average am't received for each ton of freight,†			62	1.10
Average receipts per ton per mile,†			01	4.74
Total freight earnings (p. 281),		821,965	27	.....
Freight earnings per mile of road,*		6,655	59	.....
Freight earnings per train mile,†		1	98	0.72
Total Traffic:				
Gross earnings from operation (p. 281),		1,080,083	47	.....
Gross earnings from operation per mile of r'd,*		8,745	62	.....
Gross earnings from operation per train mile,†		1	41	7.95
Operating expenses (p. 283),		943,551	49	.....
Operating expenses per mile of road,*		7,640	09	.....
Operating expenses per train mile,†		1	23	8.70
Income from operation (p. 280),		136,531	98	.....
Income from operation per mile of road,*		1,105	52	.....
Car Mileage, etc.:				
Mileage of passenger cars,	1,009,594	.....	.....	.....
Average No. of passenger cars per train mile,*	3.28	.....	.....	.....
Average No. of passengers per train mile,	26.	.....	.....	.....
Mileage of loaded freight cars,	8,834,460	.....	.....	.....
Mileage of empty freight cars,	1,855,865	.....	.....	.....
Average No. of freight cars per train mile,*	23.56	.....	.....	.....
Average No. of loaded cars per train mile,*	19.48	.....	.....	.....
Average No. of empty cars per train mile,	4.08	.....	.....	.....
Average No. of tons of freight per train mile,*	122.73	.....	.....	.....
Av. No. of tons of freight per loaded car mile,*	6.31	.....	.....	.....
Average mileage operated during year,*	121.	.....	.....	.....
Train Mileage:				
Mileage of revenue passenger trains,	307,957	.....	.....	.....
Mileage of revenue freight trains,	453,767	.....	.....	.....
Total revenue train mileage,	761,724	.....	.....	.....
Mileage of non-revenue trains,	191,601	.....	.....	.....

* Two (2) decimal figures required.

† Five (5) decimal figures required.

Freight Traffic Movement.

Commodity.	Freight Originating on this Road.	Freight Re- ceived from Connecting Roads and Other Carriers.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture:				
Grain,	1,816	25,090	26,906	2.03
Flour,	870	12,180	12,550	.95
Other Mill Products,	810	9,810	10,620	.80
Hay,	1,162	21,710	22,872	1.73
Products of Animals:				
Live Stock,	1,614	1,460	3,074	.23
Other Packing-house Products,	618	10,070	10,688	.23
Poultry, Game, and Fish,	506	2,170	2,676	.20
Wool,	846	3,700	4,546	.35
Hides and Leather,	810	8,470	9,280	.70
Products of Mines:				
Anthracite Coal,		42,960	42,960	3.25
Bituminous Coal,		151,090	151,090	11.42
Coke,		716	716	.05
Ores,		661	661	.01
Stone, Sand, and other like articles,	31,416	14,187	45,603	3.45
Products of Forests:				
Lumber,	32,610	25,192	57,802	4.37
Manufactures:				
Petroleum and other Oils,		8,362	8,362	.63
Sugar,		21,462	21,462	1.62
Iron—Pig and Bloom,		8,762	8,762	.28
Cement, Brick, and Lime,	6,142	18,630	24,772	1.87
Agricultural Implements,	342	767	1,109	.08
Wines, Liquors, and Beers,	700	2,167	2,867	.22
Household Goods and Furniture,	460	1,820	2,280	.17
Other Manufactures,	32,170	91,640	123,810	9.36
Merchandise,	162,870	540,172	703,042	53.13
Miscellaneous:				
Other commodities not mentioned above,	12,210	18,278	30,488	2.30
Total Tonnage—Entire Line,	287,467	1,035,926	1,323,393	100.00

Description of Equipment.

Item.	Total No. at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		Equipment Fitted with Automatic Coupler. Number.
		No.	Name.	
Locomotives:				
Passenger,	2	2	Westinghouse	2
Freight,	9	9	"	9
Switching,	1	1	"	1
Total Locomotives in Service, . . .	12	12	.....	12
Cars in Passenger Service :				
First-class Cars,	5	5	Westinghouse	5
Combination Cars,	8	8	"	8
Baggage, Express, and Postal Cars, . .	2	2	"	2
Other Cars in Passenger Service, . .	6	6	"	6
Total,	21	21	.....	21
Cars in Freight Service:				
Box Cars,	39	.....	.....	39
Flat Cars,	6	1	Westinghouse	6
Coal Cars,	108	8	.....	108
Total,	153	9	.....	153
Cars in Company's Service :				
Derrick Cars,	1	.....	.....	1
Caboose Cars,	7	.....	.....	7
Other Road Cars,	81	.....	.....	8
Total,	39	.....	.....	16
Total Cars in Service,	213	30	.....	190

Mileage.

Mileage of line owned, by States and Territories (single track):

State or Territory.	Line Represented by Capital Stock. Main Line.	Total Mileage Owned.	Steel Rails.
Massachusetts,	54.90	54.90	54.90
Connecticut,	56.10	56.10	56.10
Vermont,	10.00	10.00	10.00
Total Mileage Owned,	121.00	121.00	121.00

Mileage of road operated (all tracks):

Line in Use.	Line Represented by Capital Stock. Main Line.	Total Mileage Operated.	Iron Rails.	Steel Rails.
Miles of single track,	56.10	56.10	.....	56.10
Miles of yard track and sidings, .	25.20	25.20	8.00	22.20
Total Mileage Operated, .	81.30	81.30	8.00	78.30

Renewals of Rails and Ties.

None.

NEW TIES LAID DURING THE YEAR.

Kind.	Number.	Average Price at Distributing Point. Cents.
Chestnut,	18,785	.40

Consumption of Fuel by Locomotives.

Locomotives.	Bituminous Coal — Tons.	Soft Wood — Cords.	Total Fuel Consumed — Tons.	Miles Run.	Average Pounds Con- sumed per Mile.
Passenger, .	17,661	54.00	17,688.00	807,957	114.87
Freight, .	26,492	81.00	26,582.50	453,767	116.94
Switching, .	9,883	28.69	9,896.85	161,973	116.02
Construction,	1,656	5.06	1,658.58	29,629	111.95
Total, . .	55,191	168.75	55,275.88	953,825	115.00

Average cost at distributing point: Coal, \$8.07; Wood, \$2.02.

Accidents to Persons.

a. Accidents resulting from the movement of trains, locomotives, or cars.

EMPLOYEES.

Kind of Accident.	Train- men Injured.	Switch- Tenders, Crossing- Tenders, and Watch- men Injured.	Station- men Injured.	Shopmen Injured.	TRACKMEN.		TOTAL.	
					Killed.	Injured.	Killed.	Injured.
Coupling or Un- coupling, . . .	2							2
Collisions, . . .	8	1						9
Derailments, . . .	4							4
Parting of Trains, .	2							2
Locomotives or Cars breaking down, .	11	1		1				13
Struck by Trains, Locomotives, or Cars,	1		1		1	4	1	6
Other Causes, .	12							12
Total, . . .	40	2	1	1	1	4	1	48

Accidents to Persons.—Continued.

OTHER PERSONS.

Kind of Accident. a	Passen- gers Injured.	TRESPASSING.		NOT TRESPASSING.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions,	11						
Falling from Trains, Loco- motives, or Cars, . . .	2						
Jumping on or off Trains, Locomotives, or Cars, .	2	1				1	
Struck by Trains, Locomo- tives, or Cars—							
At Highway Crossing, .			2				2
At Stations,	1			1	1	1	1
At other points along track,		2	1			2	1
Other Causes,	1		1				1
Total,	17	3	4	1	1	4	5

SUMMARY.

Classification—Tables A and B.	Killed.	Injured.
Railway Employees,	1	76
Passengers,	..	17
Other Persons,	4	5
Total,	5	98

b. Accidents arising from causes other than those resulting from the movement of trains, locomotives, or cars.

EMPLOYEES.

Kind of Accident.	Station Men Injured.	Shopmen Injured.	Other Employees Injured.	Total Injured.
Handling Traffic, . . .	14		4	18
Handling Tools, Machinery, etc.,			1	1
Handling Supplies, etc., .			3	3
Other Causes,	1	1	4	6
Total,	15	1	12	28

Characteristics of Road.

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges: Iron, . . .	81	2,286	3	18	4	208	8
Wooden,	14	489	8	12	4	192	5
Total,	45	2,775	11				
Trestles,	19	2,482	9	24	0	469	0
Tunnels,	1	72	6	72	6	72	6

OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	Height of Lowest Above Surface of Rail.	
		Feet.	Inches.
Overhead Highway Crossings: Bridges,	3	14	11
Tunnels,	1	16	..

Gauge of track, 4 feet 8½ inches; 121 miles.

Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
56	260	Western Union Tel. Co.	Western Union Tel. Co.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON, } ss.

We, the undersigned, Walter C. Noyes, President, and John C. Averill, Treasurer, of the New London Northern Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief, and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

WALTER C. NOYES,
President.

JOHN C. AVERILL,
Treasurer.

Subscribed and sworn to before me this 12th day of September, 1905.

JUSTUS A. SOUTHARD,
Notary Public.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY.

History.

1. The name of the common carrier making this report is The New York, New Haven and Hartford Railroad Company.

2. The date of the organization of the Company was August 6, 1872.

3. The Company was organized and exists under the laws of the States of Connecticut, Massachusetts, and Rhode Island (Conn. Pub. Acts, 1871, Chaps. 129, 144, 152; Mass. Acts and Res., 1872, Chap. 171; Conn. Special Acts, 1873, p. 6; Laws of N. Y., 1874, Chap. 362; Special Laws Conn., vol. vii, p. 688; do. vol. viii, p. 411; do. vol. ix, pp. 1026, 1032; do. vol. x, pp. 21, 80, 115, 212, 509, 1118, 1298, 1359, 1349; Conn. Pub. Acts, 1889, Chap. 166; Special Laws Conn., vol. xi, pp. 32, 575; Conn. Special Acts, 1895, pp. 348, 632; Rhode Island Acts and Res., Jan. 1892, p. 389; do. Jan. 1893, pp. 377, 379, 380; do. 1895, p. 165; do. 1900, p. 79; do. p. 94; Mass. Acts and Res., 1888, Chap. 263; do. 1893, Chap. 112; do. 1894, Chap. 226; do. 1895, Chaps. 189, 278, 464; do. 1896, Chaps. 257, 516, 542, 321; do. 1897, Chap. 519; do. 1898, Chap. 399; Conn. Pub. Acts, 1899, Chaps. 198, 226, Sec. 18; Conn. Spec. Acts, 1899, Chap. 50; Rhode Island Acts and Res., Jan., 1900, pp. 79, 94; do. May, 1900, p. 37; Mass. Acts and Res., 1901, Chaps. 231, 421, 507; Conn. Spec. Acts, 1901, Chap. 348; Mass. Acts and Res., 1903, Chaps. 115, 166, 381, 392; Rhode Island Acts and Res., Nov., 1901, p. 24; Conn. Spec. Acts, 1903, Chap. 30. New York Laws, 1905, Chaps. 670 and 669. Connecticut, Special Acts of Connecticut, 1905, pp. 638, 869, 1074, Chaps. 188, 377, 477; Rhode Island, January Session, 1905; Mass. Acts and Resolves, Chap. 252, p. 132.

4. The Company is a consolidation of the following constituent Companies, to wit:

The New York and New Haven Railroad Company (Private Laws Conn., vol. iv, pp. 1020, 1012, 1017, 1098, 1025, 907, 912, 1029, 1031; Laws of N. Y., 1846, Chap. 195; do. 1848, Chap. 143; Conn. Private Acts, 1866, p. 194; Special Laws of Conn., vol. vi, pp. 88, 137, 226, 319, 716, 677, 834; Conn. Pub. Acts, 1871, Chaps. 129, 144, 152).

The Hartford and New Haven Railroad Company which had itself been consolidated with the Hartford and Springfield Railroad Corporation in 1847; with The Branch Company in 1850; with the Middletown Railroad Company in 1850; with The Middletown Extension Railroad Company in 1861; with the New Britain and Middletown Railroad Company in 1868; and with the Windsor

Locks and Suffield Railroad Company in 1871 (Private Laws Conn., vol. i, pp. 1002, 1005; do. vol. iv, pp. 898, 899, 900, 901, 967, 1012, 1017, 1018, 907, 912, 903; Mass. Special Laws, vol. 9, p. 448; Conn. Private Acts, 1855, p. 202; Private Laws Conn., vol. v, p. 32; Mass. Special Laws, vol. 12, p. 582; Special Laws of Conn., vol. vi, pp. 578, 791; Conn. Pub. Acts 1871, Chaps. 129, 144; Private Laws Conn., vol. i, p. 1006; Conn. Private Acts, 1838, p. . . .; Private Laws Conn., vol. iv, pp. 916, 917, 918, 919; Conn. Private Acts, 1841, p. 82; Mass. Special Laws, vol. 8, pp. 116, 208, 321, 420, 809; Private Laws Conn., vol. iv, pp. 874, 934, 938; do. vol. v, p. 36; Conn. Private Acts, 1859, p. 152; Private Laws Conn., vol. iv, pp. 954, 957; Conn. Private Acts, 1858, p. 126; do. 1860, p. 97; do. 1862, p. 96; do. 1864, p. 158; Private Laws Conn., vol. v, p. 570; Special Laws Conn., vol. vi, pp. 323, 594).

The Stamford and New Canaan Railroad Company, successor of the New Canaan Railroad Company (Spec. Laws of Conn., vol. vi, pp. 22, 10; Conn. Spec. Acts, 1876, p. 66; Spec. Laws of Conn., vol. viii, p. 196; Conn. Spec. Acts, 1880, p. 75; Spec. Laws of Conn., vol. ix, p. 682; Spec. Laws of Conn., vol. ix, p. 859; Pub. Acts of Conn., 1883, Chap. 130; Gen. Stats. of Conn., Sec. 3471; Pub. Acts of Conn., 1889, Chap. 92).

The Hartford and Connecticut Valley Railroad Company, successor of the Connecticut Valley Railroad Company (Spec. Laws of Conn., vol. vi, pp. 398, 548, 613, 652, 658; Conn. Private Acts, 1870, p. 196; Spec. Laws of Conn., vol. vii, pp. 63, 378, 555, 634; Conn. Pub. Acts, 1874, Chap. 64; Spec. Laws of Conn., vol. vii, pp. 810, 929; Conn. Spec. Acts, 1875, p. 178; Spec. Laws of Conn., vol. viii, pp. 39, 83; Conn. Spec. Acts, 1877, p. 122; Spec. Laws of Conn., vol. viii, p. 223; Conn. Spec. Acts, 1879, p. 5; Spec. Laws of Conn., vol. viii, p. 348; Mass. Spec. Laws, vol. 14, p. 660; Spec. Laws of Conn., vol. viii, p. 420; Conn. Spec. Acts, 1880, p. 115; Spec. Laws of Conn., vol. ix, p. 203; Mass. Spec. Laws, vol. 15, p. 53; Spec. Laws of Conn., vol. ix, pp. 614, 679; Pub. Acts Conn., 1882, Chap. 138; Gen. Stats. of Conn., Sec. 3471; Pub. Acts of Conn., 1889, Chap. 92).

The New York, Providence and Boston Railroad Company (Private Acts of Conn., vol. i, pp. 1019, 1023; do. vol. iv, pp. 1032, 1033, 975, 978, 979; do. vol. v, pp. 47, 205, 227, 243; Conn. Private Acts, 1859, p. 151; Private Laws of Conn., vol. v, p. 592; Spec. Laws of Conn., vol. vi, p. 374; do. vol. vii, p. 938; do. vol. viii, p. 4; do. vol. ix, pp. 28, 503; do. vol. x, pp. 115, 1150; Rhode Island Acts and Res., June, 1832, p. 67; do. June, 1833, p. 10; do. 1836, p. 3; do., Jan., 1840, p. 83; Mass. Spec. Laws, vol. 8, pp. 179, 221; Rhode Island Acts and Res., Jan. 1841; p. 8; Mass. Spec. Laws, vol. 8, p. 307; Rhode Island Acts and Res., Oct. 1846, p. 86; do., May, 1847, p. 57; do., Oct., 1847, p. 48; do., Jan., 1848, p. 32; do., June, 1851, p. 44; do., Jan. 1852, p. 5; do., Jan., 1853, p. 262; do., May 1858, p. 61; do., Jan., 1862, p. 239; do., June 1864, p. 32; do., Jan., 1865, p. 261; do., May 1868, p. 27; do., June 1868, p. 42; do., Jan., 1872, p. 184; do., Jan. 1873, p. 206; do., May 1874, p. 12; do., Jan., 1875, p. 261; do., May 1875, p. 42; do., Jan., 1876, p. 191; do., Jan., 1880, p. 142; do., Jan., 1881, pp. 174, 178; do., Jan., 1885, p. 197; do., Jan., 1888, p. 245; do., May 1888, p. 91; do., Jan., 1891, pp. 240, 244; do., May 1891, p. 41; do., Jan., 1892, p. 299, 389).

The Company for Erecting and Supporting a Toll Bridge from New Haven

to East Haven (Private Laws of Conn., vol. i, pp. 241, 242, 243; do., vol. iii, p. 283; Special Laws of Conn., vol. vi, p. 182; do., vol. viii, p. 310; do., vol. x, p. 79; Conn. Special Acts, 1895, p. 632).

The Union Wharf Company in New Haven and The Contractors to Rebuild and Support Union Wharf and Pier in New Haven (Private Laws of Conn., vol. i, pp. 523, 525, 497, 498, 502; do., vol. iv, p. 1384; Special Laws of Conn., vol. vi, p. 9; Conn. Special Acts, 1895, p. 632).

Shore Line Railway, successor in 1864 to The New Haven, New London and Stonington Railroad Company, which was formed by a merger in 1856 of the New Haven & New London Railroad Company with the New London & Stonington Railroad Company (Private Laws of Conn., vol. iv, pp. 967, 973; U. S. Stats. at Large, vol. 9; Conn. Private Acts, Chap. 47, p. 165; Private Laws of Conn., vol. iv, pp. 974, 975, 978, 979; Private Laws of Conn., vol. v, pp. 47, 205, 227, 243; Conn. Private Acts, 1859, p. 151; Private Laws of Conn., vol. v, pp. 590, 766; Spec. Laws of Conn., vol. vi, pp. 327, 394; U. S. Stats. at Large, vol. 15, Chap. 38, p. 273; Spec. Laws of Conn., vol. vi, pp. 906, 919; do., vol. viii, p. 364; do., vol. x, p. 509; Conn. Pub. Acts, 1899, Chap. 226; Conn. Spec. Acts, 1899, Chap. 45).

The Housatonic Railroad Company (Private Laws of Conn., vols. i and ii, p. 1025, and the various additions and amendments thereto); and

The Shepaug, Litchfield and Northern Railroad Company, successor of the Shepaug Valley Railroad Company, and The Shepaug Railroad Company (Spec. Laws of Conn., vol. vi, pp. 96, 395, 613, 652, 790, 849; do., vii, pp. 3, 463; do., ix, pp. 228, 717, 800; Conn. Spec. Acts, 1886, p. 249; do., 1887, p. 478; do., 1889, pp. 847, 1342).

5. The date and authority for each of the above consolidations is as follows:

The New York and New Haven Railroad Company with The Hartford and New Haven Railroad Company forming The New York, New Haven and Hartford Railroad Company, August 6, 1872 (Conn. Pub. Acts, 1871, Chap. 129; Mass. Acts and Resolves, 1872, Chap. 171).

The New York, New Haven and Hartford Railroad Company with The Stamford and New Canaan Railroad Company, October 1, 1890 (Special Laws of Conn., vol. x, p. 1298).

The New York, New Haven and Hartford Railroad Company with The Hartford and Connecticut Valley Railroad Company, December 21, 1892 (Spec. Laws of Conn., vol. x, p. 1298).

The New York, New Haven and Hartford Railroad Company with The New York, Providence and Boston Railroad Company, February 13, 1893 (Spec. Laws of Conn., vol. x, p. 1298; Rhode Island Acts and Res., January, 1892, p. 389; do., January 1893, p. 377).

The New York, New Haven and Hartford Railroad Company with The Company for Erecting and Supporting a Toll Bridge from New Haven to East Haven, October 18, 1895 (Conn. Spec. Acts, 1895, p. 632).

The New York, New Haven and Hartford Railroad Company with The Union Wharf Company in New Haven and with The Contractors to Rebuild and Support Union Wharf and Pier in New Haven, October 18, 1895 (Conn. Spec. Acts, 1895, p. 632).

The New York, New Haven and Hartford Railroad Company with the Shore Line Railway, March 18, 1897 (Spec. Laws of Conn., vol. x, p. 1298).

The New York, New Haven and Hartford Railroad Company with The Housatonic Railroad Company, March 28, 1898 (Spec. Laws of Conn., vol. x, p. 1298); and

The New York, New Haven and Hartford Railroad Company with The Shepaug, Litchfield and Northern Railroad Company, July 9, 1898 (Spec. Laws of Conn., vol. x, p. 1298).

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
WILLIAM ROCKEFELLER,	New York, N. Y.,	October 18, 1905.
J. PIERPONT MOBGAN,	New York, N. Y.,	" "
G. MACCULLOCH MILLER,	New York, N. Y.,	" "
* JOHN M. HALL,	New Haven, Conn.,	" "
CHARLES F. CHOATE,	Boston, Mass.,	" "
NATHANIEL THAYER,	Boston, Mass.,	" "
CHARLES F. BROOKER,	Ansonia, Conn.,	" "
GEORGE J. BRUSH,	New Haven, Conn.,	" "
I. DEVER WARNER,	Bridgeport, Conn.,	" "
ARTHUR D. OSBORNE,	New Haven, Conn.,	" "
FRANK W. CHENEY,	So. Manchester, Conn.,	" "
EDWIN MILNER,	Moosup, Conn.,	" "
WILLIAM SKINNER,	Holyoke, Mass.,	" "
D. NEWTON BARNEY,	Hartford, Conn.,	" "
RICHARD A. MCCURDY,	New York, N. Y.,	" "
CHARLES S. MELLEN,	New Haven, Conn.,	" "
H. McK. TWOMBLY,	New York, N. Y.,	" "
† WILLIAM D. BISHOP,	Bridgeport, Conn.,	" "
ROBERT W. TAFT,	Providence, R. I.,	" "
A. J. CASSATT,	Philadelphia, Pa.,	" "
PERCY R. TODD,	New Haven, Conn.,	" "
JOHN H. WHITTEMORE,	Naugatuck, Conn.,	" "
JAMES S. ELTON,	Waterbury, Conn.,	" "

* John M. Hall, deceased January 27, 1905, and John H. Whittemore was elected in his place.

† William D. Bishop resigned March 11, 1905, and James S. Elton was elected in his place.

Total number of stockholders at date of last election: 11,792.

Date of last meeting of stockholders for election of directors: October 19, 1904.

Post-office address of general office: New Haven, Conn.

Post-office address of operating office: New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: H. M. Kochersperger, Third Vice-President, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	CHARLES S. MELLEN,	New Haven, Conn.
Assist. to the President,	T. E. BYRNES,	Boston, Mass.
Vice-Pres. of the Board,	CHARLES F. BROOKER,	Ansonia, Conn.
First Vice-President,	PERCY R. TODD,	New Haven, Conn.
Second Vice-President,	F. S. CURTIS,	Boston, Mass.
Third Vice-President,	H. M. KOCHERSPERGER,	New Haven, Conn.
Fourth Vice-President,	E. H. MCHENBY,	New Haven, Conn.
Secretary,	JOHN G. PARKER,	New Haven, Conn.
Treasurer,	A. S. MAY,	New Haven, Conn.
Assistant Treasurer,	T. F. PARADISE,	New Haven, Conn.
Attorney,	E. G. BUCKLAND,	New Haven, Conn.
Attorney,	F. A. FARNHAM,	Boston, Mass.
Chief Engineer,	C. M. INGERSOLL,	New Haven, Conn.
General Manager,	S. HIGGINS,	New Haven, Conn.
General Superintendent,	O. M. SHEPARD,	New Haven, Conn.
Asst. General Supt.,	J. A. WARNER,	New Haven, Conn.
Asst. General Supt.,	A. W. MARTIN,	Boston, Mass.

DIVISION SUPERINTENDENTS:

A. R. WHALEY, .	Supt. New York Division,	New York, N. Y.
C. C. ELWELL,	Supt. Shore Line Div.,	New London, Conn.
W. L. DERR,	Supt. Hartford Division,	Hartford, Conn.
WILLIAM DANIELS,	Supt. Air Line-North- ampton Division,	New Haven, Conn.
J. P. HOPSON,	Supt. Naugatuck and Berkshire Divisions,	New Haven, Conn.
B. R. POLLOCK,	Supt. Highland Division,	Hartford, Conn.
J. A. DEEGE,	Supt. Worcester Division,	Providence, R. I.
G. T. TAYLOR,	Supt. Plymouth Division,	Boston, Mass.
ISAAC N. MARSHALL,	Supt. Taunton Division,	Taunton, Mass.
C. N. WOODWARD,	Supt. Providence and Midland Divisions,	Boston, Mass.
Passenger Traffic Mgr.,	GEO. L. CONNOR,	New Haven, Conn.
General Passenger Agent,	A. C. KENDALL,	Boston, Mass.
Asst. Gen. Passenger Agt.,	F. C. COLEY,	New Haven, Conn.
General Baggage Agent,	GEO. A. MORTON,	New Haven, Conn.
Freight Traffic Manager,	E. L. SOMERS,	Boston, Mass.
General Freight Agent,	F. S. HOLBROOK,	New Haven, Conn.

Property Operated—State of Connecticut.

JUNE 30, 1905.

Name of every railroad the operations of which are included in the Income Account (p. 257):

1. Railroad Line represented by Capital Stock: a. Main Line. b. Branches and Spurs.
 2. Proprietary Companies whose entire Capital Stock is owned by this Company. 3. Line operated under Lease for specified sum. 4. Line operated under Contract, or where the Rent is contingent upon earnings or other considerations. 5. Line operated under Trackage Rights.

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each class of Roads Named.
	From—	To—		
1a. N. Y., N. H. & H. R. R., N. Y., N. H. & H. R. R.,	New York State Line, near Portchester, New Haven,	R. I. State Line near Westerly, Mass. State Line,	115.79 54.22	170.01
1b. New Canaan Branch, Housatonic Branch, " " " " Litchfield Branch, Connection at New Britain Branch, Middletown Branch, Valley Branch, Suffield Branch, Loop Branch at	Stamford, Bridgeport, Brookfield Junction, Botsford, Hawleyville, New Haven with Berlin, Berlin, Hartford, Windsor Locks, Stonington,	New Canaan, Mass. State Line, Danbury, Huntington, Litchfield, N. H. & D. R. R., New Britain, Middletown, Fenwick, Suffield,	7.66 74.97 5.86 9.79 33.28 1.66 3.18 9.70 46.80 4.32 .97	196.09
2 & 3. N. H. & Northampton Co., New Hartford Branch, Mid't'n, Meriden & Wat. R. R., Rockville R. R.,	New Haven, Farmington, Westfield, Vernon,	Mass. State Line, New Hartford, Waterbury, Rockville,	51.26 14.09 26.00 4.43	95.78
3. Danbury & Norwalk R. R., Ridgefield Branch, Hawleyville Branch, Naugatuck R. R., Watertown Branch, New Haven & Derby R. R., Huntington Branch, Boston & N. Y. A. L. R. R., Colchester R. R., New England R. R., Providence Branch, Southbridge Branch, Melrose Branch, Springfield Branch, Norwich & Worcester R. R., Connection with N. L. N. R. R. at	Danbury, Branchville, Bethel, Naugatuck, Waterbury, New Haven, Derby, New Haven, Turnerville, Mass. State Line, Willimantic, East Thompson, Melrose, East Hartford, Groton,	Wilson Point, Ridgefield, Hawleyville, Winsted, Watertown, Derby Junction, Huntington, Willimantic, Colchester, New York State Line, R. I. State Line, Mass. State Line, West St., Rockville, Mass. State Line, Mass. State Line, Norwich,	26.23 3.97 5.95 56.55 4.44 10.76 3.79 52.96 3.59 184.17 31.96 5.35 7.23 20.17 53.14 .63	430.23
Total Mileage Operated, State of Connecticut, . . . . .			.....	832.11

Property Operated.

JUNE 30, 1905.

Name of every railroad the operations of which are included in the Income Account (p. 257):

1. Railroad Line represented by Capital Stock: a. Main Line. b. Branches and Spurs. 2. Proprietary Companies whose entire Capital Stock is owned by this Company. 3. Line Operated under lease for specified sum. 4. Line Operated under Contract, or where the Rent is contingent upon earnings or other considerations. 5. Line Operated under Trackage Rights.

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each class of Roads Named.
	From —	To —		
1a. N. Y., N. H. & H. R. R.,	Woodlawn Jct., N. Y., New Haven, Ct.,	Providence, R. I. Springfield, Mass.	173.77 60.17	233.94
1b. New Canaan Branch, Housatonic Branch, " " " " Litchfield Branch, Connection at New Britain Branch, Middletown Branch, Valley Branch, Suffield Branch, Loop Branch at Pontiac Branch, Henderson St. Branch,	Stamford, Ct., Bridgeport, Ct., Brookfield Jct., Ct., Botsford, Ct., Hawleyville, Ct., New Haven with Berlin, Ct., " " Hartford, Ct., Windsor Locks, Ct., Stonington, Ct., Anburn, R. I.,	New Canaan, Ct. Mass. State Line. Danbury, Ct. Huntington, Ct. Litchfield, Ct. N. H. & D. R. R. New Britain, Ct. Middletown, Ct. Fenwick, Ct. Suffield, Ct. Pontiac, R. I. Henderson St., Prov.	7.66 74.97 5.36 9.79 32.38 1.66 3.18 9.70 46.80 4.33 .97 4.69 3.58	
2 & 3. N. H. & Northampton Co., New Hartford Branch, Williamsburg Branch, Turner's Falls Branch, Harlem R. & Pt. C. R. R., West Stockbridge R. R., Woonsocket & Pascoag, Middletown, M. & W. R. R., Rockville R. R.,	New Haven, Ct., Farmington, Ct., Northampton, Mass., So. Deerfield, Mass., Harlem River, N. Y., W. Stockbridge, Mass., Woonsocket, R. I., Westfield, Ct., Vernon, Ct.,	Shelburne Jct., Mass. New Hartford, Ct. Williamsburg, Mass. Turner's Falls, Mass. New Rochelle, N. Y. N. Y. State line. Harrisville, R. I. Waterbury, Ct. Rockville, Ct.	94.64 14.09 7.51 10.07 11.50 2.64 9.45 36.00 4.43	180.33
2. Danbury & Norwalk R. R., Ridgefield Branch, Hawleyville Branch, Berkshire R. R., Stock & Pittsfield R. R., Naugatuck R. R., Watertown Branch, New Haven & Derby R. R., Huntington Branch, Boston & N. Y. Air Line R. R., Colchester R. R., Pawtuxet Valley R. R., Prov. & Worcester R. R., E. Providence Branch, Prov., Warren & Bris. R. R., Branch at Boston & Providence R. R., India Point Branch, West Roxbury Branch, Dedham Branch, Connection with Stoughton Branch, Old Colony R. R.—Main Line,	Danbury, Ct., Branchville, Ct., Bethel, Ct., Conn. State Line, V. Deussenville, Mass., Naugatuck Jct., Ct., Waterbury, Ct., New Haven, Ct., Derby, Ct., New Haven, Ct., Turnerville, Ct., Pontiac, R. I., Providence, R. I., Valley Falls, R. I., India Point, R. I., " " Boston, Mass., E. Junction, Mass., Forest Hills, Mass., Readville, Mass., N. E. R. R. at Canton Jct., Mass., Boston, Mass., Mayflower Pk., Mass., Middleboro, Mass., Raynham, Mass., Braintree, Mass., N. Braintree, Mass., Framingham, Mass., New Bedford, Mass., Neponset, Mass.,	Wilson Pt., Ct. Ridgefield, Ct. Hawleyville, Ct. W. Stockbridge, Mass. Pittsfield, Mass. Winsted, Ct. Watertown, Ct. Derby Junction, Ct. Huntington, Ct. Willimantic, Ct. Colchester, Ct. Hope, R. I. Worcester, Mass. E. Providence, R. I. Bristol, R. I. " " Providence, R. I. India Point, R. I. Dedham, Mass. " " Readville, Mass. Stoughton, Mass. Newport, R. I. Somerset Jct., Mass. Provincetown, Mass. Whitington Jct. Kingston, Mass. Plymouth, Mass. Lowell, Mass. Fitchburg, Mass. Mattapan, Mass.	36.28 3.97 5.95 30.53 22.02 56.55 4.44 10.78 3.79 52.38 3.89 5.67 40.90 7.00 14.15 .75 41.69 8.05 5.37 2.47 1.20 4.05 67.60 36.31 85.66 3.28 32.24 26.04 26.19 91.25 3.30	
Dorchester & Milton Branch,				
Amounts forward,.....			713.64	618.63

† Includes only one half of joint track between Providence Station and Boston Switch, a distance of five miles.

Property Operated — Continued.

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each class of Roads Named.
	From —	To —		
Amounts brought forward, Old Colony R. R. — Continued.			718.64	618.68
Stoughton Branch,	Stoughton Br. Jct.,	Stoughton, Mass.	1.65	
Shawmut Branch,	Harrison Sq., Mass.	Shawmut Jct., Mass.	2.39	
Bridgewater Branch,	Whitman, Mass.	B'water Iron Works.	6.12	
Brookton Branch,	Elmwood, Mass.	Westdale, Mass.	.75	
Granite Branch,	Atlantic, Mass.	Braintree, Mass.	5.41	
Hyannis Branch,	Yarmouth, Mass.	Hyannis, Mass.	5.05	
Woods Hole Branch,	Buzzards Bay, Mass.	Woods Hole, Mass.	17.54	
Hanover Branch,	N. Abington, Mass.	Hanover, Mass.	7.80	
Fairhaven Branch,	Tremont, Mass.	Fairhaven, Mass.	15.17	
Easton Branch,	Matfield, Mass.	Easton, Mass.	7.56	
P. & M. R. R. Extension,	at	Middleboro, Mass.	.49	
Middleboro & Taunton Branch,	Middleboro, Mass.	M. & T. Jct., Mass.	8.04	
Attleboro Branch,	Attleboro Jct., Mass.	Attleboro, Mass.	8.60	
Whittenton "Y" Branch,	"	Whittenton, Mass.	.98	
Sterling Branch,	Pratt's Jct., Mass.	Sterling Jct., Mass.	5.03	
Lancaster Branch,	Lancaster Jct., Mass.	Lancaster Mills.	1.63	
Marlboro Branch,	Marlboro Jct., Mass.	Marlboro, Mass.	1.47	
Prison Branch,	S. Framingham, Ms.	Woman's Refty.	.63	
Wrentham Branch,	Walpole Jct., Mass.	No. Attleboro, Mass.	11.88	
"	No. Attleboro, Mass.	Adamsdale Jct., Mass.	3.86	
"	No. Attleboro Jct.	Chestnut St., Mass.	.97	
Walpole & Dedham Branch,	Walpole Jct., Mass.	Norwood Jct., Mass.	5.76	
Fall River Branch,	New Bedford, Mass.	Fall River, Mass.	12.25	
Warren Branch,	Fall River, Mass.	Warren, R. I.	7.95	
P. & W. R. R. Connection,	near	Pleasant View, Mass.	.23	
Connection with	N. E. R. R. at	Boston, Mass.	.23	
Nantasket Beach R. R.,	Nantasket Jct., Mass.	Pemberton, Mass.	6.95	
Plymouth & Middleboro R. R.,	Plymouth, Mass.	Middleboro, Mass.	15.08	
New England R. R.,	Boston, Mass.	Hopewell Jct., N. Y.	213.55	
"	Wicopee, N. Y.	Fishkill Ldg., N. Y.	1.80	
South Boston Frt. Branch at	Boston, Mass.	.....	1.04	
Dedham Branch,	Dedham Jct., Mass.	Dedham, Mass.	1.53	
Islington Branch,	Islington, Mass.	"	2.00	
Cook Street Branch,	Cook St., Newton, Ms	Woonsocket, R. I.	23.67	
Providence Branch,	Providence, R. I.	Willimantic, Ct.	57.76	
Southbridge Branch,	E. Thompson, Ct.	Southbridge, Mass.	17.36	
Melrose Branch,	Melrose, Ct.	West St., Rockv'e, Ct.	7.22	
Springfield Branch,	E. Hartford, Ct.	B. & A. Jct., Sp'g'd.	28.81	
Norwich & Worcester R. R.,	Groton, Ct.	Worcester, Mass.	70.97	
Connection with	N. L. N. R. R. at	Norwich, Ct.	.63	
Providence & Springfield R. R.,	Providence, R. I.	Pascoag, R. I.	20.89	
"	Pascoag, R. I.	Douglas Jct., Mass.	6.84	
Rhode Island & Mass. R. R.,	Franklin, Mass.	Valley Falls, R. I.	13.59	
Central New England Ry.,	Poughkeepsie Jct.,	Campbell Hall.	31.07	
Dutchess County R. R.,	Hopewell Jct.,	Poughkeepsie Jc.	12.40	1,390.61
4. Holyoke & Westfield R. R.,	Holyoke, Mass.	Westfield, Mass.	10.82	
Millford, Frank. & Prov. R. R.,	Franklin, Mass.	Bellingham, Mass.	4.65	
Millford & Woonsocket R. R.,	Bellingham, Mass.	Ashland, Mass.	15.13	
Chatham R. R.,	Harwich, Mass.	Chatham, Mass.	7.07	37.17
5. New York & Harlem R. R.,	Woodlawn, N. Y.	G. C. Depot, N. Y.	12.03	
Boston Terminal Co.,	Fort Pt. Channel,	Boston Station.	.42	
Boston & Albany R. R.,	Jct. to Station,	Ashland, Mass.	.23	
"	"	Worcester, Mass.	.15	
"	"	Springfield, Mass.	.59	
Boston & Maine R. R.,	"	Lowell, Mass.	.57	
Fitchburg R. R.,	Shelburne Jct., Mass.	Shelburne Falls.	4.67	
Newburgh, Dutchess & Ct. R. R.	Hopewell Jct., N. Y.	Wicopee, N. Y.	10.95	
Boston & Maine R. R.,	Sterling Jct., Mass.	Worcester, Mass.	11.94	41.54
Total mileage operated,			.....	2,087.95

STOCKS AND BONDS OF LEASED LINES RECEIVED IN EXCHANGE FOR NEW YORK,
NEW HAVEN AND HARTFORD RAILROAD STOCK, JUNE 30, 1905.

Roads not merged with New York, New Haven & Hartford Railroad.

Old Colony Railroad (total number of shares 178,714), 56,190 shares for 50,571 shares of N. Y., N. H. & H.,	\$5,057,100.00
The New England Railroad (total shares (preferred) 50,000), 49,440 shares preferred stock for 24,720 shares N. Y., N. H. & H. stock,	2,472,000.00
The New England Railroad (total shares (common) 200,000), 199,575 shares common stock for 39,915 shares N. Y., N. H. & H. stock,	3,991,500.00
Naugatuck Railroad (total number of shares 20,000), 10,026 shares for 10,026 shares of N. Y., N. H. & H. stock,	1,002,600.00
Harlem River & Port Chester Railroad (total shares 10,000), 10,000 shares for 10,000 shares of N. Y., N. H. & H. stock,	1,000,000.00
New Haven & Northampton Company (total shares 24,600), 24,600 shares for 9,840 shares of N. Y., N. H. & H. stock,	984,000.00
Boston & New York Air Line Railroad (total number of shares (preferred) 29,985), 17,380 shares (preferred stock) for 6,952 shares of N. Y., N. H. & H. stock,	695,200.00
Danbury & Norwalk Railroad (total shares 12,000, par \$50), 9,020 shares for 2,255 shares of N. Y., N. H. & H. stock,	225,500.00
New Haven & Derby Railroad (total number of shares 4,470), 4,459 shares for 1,372 shares of N. Y., N. H. & H. stock,	137,200.00
730 bonds for 7,050 shares of N. Y., N. H. & H. stock,	705,000.00
West Stockbridge Railroad (total number of shares 396), 396 shares for 396 shares of N. Y., N. H. & H. stock,	39,600.00
Stockbridge & Pittsfield Railroad (total number of shares 4,487), 110 shares for 66 shares of N. Y., N. H. & H. stock,	6,600.00
Berkshire Railroad (total number of shares 6,000), 30 shares for 18 shares of N. Y., N. H. & H. stock,	1,800.00
Total number N. Y., N. H. & H. R. R. Co. stock, 163,181 shares,	\$16,318,100.00

Roads merged with N. Y., N. H. & H. R. R.:

New York, Providence & Boston Railroad (total shares 50,000), 50,000 shares for 50,000 shares of N. Y., N. H. & H. stock,	\$5,000,000.00
Hartford & Connecticut Valley Railroad (total shares 8,000), 8,000 shares for 8,000 shares of N. Y., N. H. & H. stock,	800,000.00
Shore Line Railway (total number of shares 10,000), 10,000 shares for 7,500 shares of N. Y., N. H. & H. stock,	750,000.00
Shepaug, Litchfield & Nor. Railroad (total shares 12,000, par \$50), 12,000 shares for 6,000 shares of N. Y., N. H. & H. stock,	600,000.00
Housatonic Railroad (total number of shares (preferred) 28,912), 28,912 shares (preferred stock) for 3,614 shares of N. Y., N. H. & H. stock,	361,400.00
Stamford & New Canaan Railroad (total number of shares 1,000), 1,000 shares for 1,000 shares N. Y., N. H. & H. stock,	100,000.00
Total stock of N. Y., N. H. & H. issued for stocks of companies merged, 76,114 shares,	\$7,611,400.00
Grand total of N. Y., N. H. & H. stock issued for stocks of leased lines (merged and not merged), 239,295 shares,	\$23,929,500.00

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	1,000,000	\$100.00	\$100,000,000	\$80,000,000	8 per cent.	\$6,400,000

Manner of Payment for Capital Stock.	Total Number of Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash: Common,	248,586	.....
Issued for Stock of N. Y., N. H. & H. R. R. Co. and Hartford & New Haven R. R. Co.: Common,	155,000	.....
Issued for Convertible Debenture Certificates: Common,	162,119	.....
Issued for Stocks of Roads which have been merged: Common,	76,114	.....
Issued for Stocks of Leased Roads not merged: Common,	156,181	.....
Issued for Bonds and Mortgage Certificates of N. H. & D. R. R. Co.: Common,	7,050	.....
Total,	800,000	.....

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
1st Mtg. H. R. & P. C. R. R.,	1904	1954	\$15,000,000	\$7,865,000	\$7,865,000	\$3,013,222
Gen. Mtg. N. Y., P. & B.,	1892	1942	4,000,000	1,000,000	1,000,000	1,000,000
1st Mtg. Shore Line,	1880	1910	200,000	200,000	200,000	201,000
1st Mtg. Housatonic,	1885	1910	700,000	400,000	100,000	*
Consol. Mtg. Housatonic,	1887	1937	3,000,000	2,839,000	2,839,000	*
Total,	.....	.....	\$22,900,000	12,304,000	12,004,000	.....

* Cannot ascertain.

Funded Debt.—Continued.

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
4 per cent.	May and November.	\$309,456.66	\$307,178.88
4 per cent.	April and October.	40,000.00	40,000.00
4½ per cent.	March and September.	9,000.00	9,000.00
4 per cent.	April and October.	4,000.00	4,000.00
5 per cent.	May and November.	141,950.00	141,950.00
Total,	.....	\$504,406.66	\$502,128.88

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bd. (p. 253),	\$12,804,000	\$12,004,000	\$504,406.66	\$502,128.88

Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1905.	
Cash,	\$3,731,154.62	Loans and Bills Payable,	\$21,100,000.00
Bills Receivable,	196,120.17	Audited Vouchers and Accounts,	4,896,769.40
Due from Agents,	2,340,193.17	Wages and Salaries,	441,281.15
Due from Solvent Companies and Individuals,	5,720,928.19	Net Traffic Balances due to Other Companies,	1,158,456.83
Trustees' Insurance Fund,	444,226.21	Rents due July 1,	12,581.65
Prepaid Insurance Taxes, etc.,	107,329.19		
Total—Cash and Current Assets,	\$12,539,951.55	Total,	\$27,609,088.52
Balance—Current Liabilities,	15,069,136.97		
Total,	\$27,609,088.52		

Materials and supplies on hand, \$3,201,776.56.

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMT. PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 253), . . .	\$-0,000,000.00	\$80,000,000.00	438.30	\$182,523
Bonds (p. 253),	12,004,000.00	12,004,000.00	438.30	27,888
Total,	\$2,004,000.00	\$92,004,000.00	438.30	\$209,911

Capital Stock and Funded Debt of Roads Operated, June 30, 1905.

Name of Road.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
N. York, N. Haven & Hartford, . . .	\$80,000,000.00	\$37,189,300.00	\$117,189,300.00	438.30	\$207,872
Old Colony,	17,871,400.00	15,510,300.00	33,381,600.00	511.35	65,281
New York & New England,	1,500,000.00	1,500,000.00	3,000,000.00	359.25	122,477
New England,	25,000,000.00	17,500,000.00	42,500,000.00	438.30	182,523
Boston & Providence,	4,000,000.00	2,170,000.00	6,170,000.00	438.30	182,523
Boston & New York Air Line, . . .	3,907,968.38	500,000.00	4,407,968.38	52.26	84,347
Providence & Worcester,	3,500,000.00	1,500,000.00	5,000,000.00	438.30	182,523
Norwich & Worcester,	3,006,600.00	1,300,000.00	4,306,600.00	71.60	58,751
New Haven & Northampton, . . .	2,460,000.00	1,300,000.00	3,760,000.00	126.31	84,518
Naugatuck,	2,000,000.00	2,594,000.00	4,594,000.00	60.99	75,324
Berkshire,	600,000.00	600,000.00	1,200,000.00	20.53	29,266
Danbury & Norwalk,	600,000.00	650,000.00	1,250,000.00	36.20	34,530
Providence & Springfield,	517,450.00	750,000.00	1,267,450.00	27.78	45,707
Stockbridge & Pittsfield,	448,700.00	448,700.00	897,400.00	22.02	20,377
New Haven & Derby,	447,000.00	575,000.00	1,022,000.00	14.55	70,241
Providence, Warren & Bristol, . .	437,300.00	437,300.00	874,600.00	14.90	29,350
Holyoke & Westfield,	280,000.00	200,000.00	480,000.00	10.32	44,574
Woonsocket & Pascoag,	200,000.00	100,000.00	300,000.00	9.45	31,746
Rhode Island & Mass.—R. I. Div. .	180,000.00	180,000.00	360,000.00	7.07	25,460
Rhode Island & Mass.—Mass. Div. .	100,000.00	100,000.00	200,000.00	6.52	15,337
Milford & Woonsocket,	148,600.00	60,000.00	208,600.00	15.13	13,787
Rockville,	108,750.00	108,750.00	217,500.00	4.43	24,549
Milford, Franklin & Providence, .	100,000.00	10,000.00	110,000.00	4.65	28,656
Pawtuxet Valley,	100,900.00	160,000.00	260,900.00	5.67	46,014
Middletown, Meriden & Waterbury, .	100,000.00	100,000.00	200,000.00	26.00	8,846
Plymouth & Middleborough, . . .	80,000.00	225,000.00	305,000.00	15.03	20,228
Chatham,	68,200.00	17,000.00	85,200.00	7.07	12,051
Hartford River & Port Chester, . .	1,000,000.00	1,000,000.00	2,000,000.00	11.50	173,913
West Stockbridge,	39,600.00	39,600.00	79,200.00	2.64	15,000
Colchester,	25,000.00	25,000.00	50,000.00	3.59	13,928
Nantasket Beach,	250,000.00	250,000.00	500,000.00	6.95	35,971
	\$147,307,408.38	\$85,585,500.00	\$232,892,908.38	2,007.94	\$115,086

*Includes total length of 5 miles of track between Providence Station and Boston Switch. See note, page 250.

Cost of Road, Equipment, and Permanent Improvements.

Item.	EXPENDITURES DURING YEAR.		Total Cost to June 30, 1904.	Total Cost to June 30, 1905.	Cost Per Mile.
	Included in Operating Expenses.	Not included in Operating Expenses. Charged to Construction or Equipm't			
Construction:					
Engineering,	\$5,300.23	\$31,677.21			
Right of Way & Sta. Grounds		34,946.54			
Real Estate,		1,339,559.45			
Grading,	27,366.30	399,036.12			
Bridges, Trestles and Culverts	578,367.27	508,703.49			
Ties,	11,731.81	23,934.57			
Rails,	9,246.32	45,871.79			
Frogs and Switches,	288.91				
Track Laying and Surfacing,	64,510.06	29,761.62			
Fencing Right of Way,	1,606.32				
Crossings, Cattle Guards, and Signs,	9,941.45	383,995.87			
Interlocking or Signal Apparatus,	25,984.11	83,993.80			
Station Buildings and Fixtures,	157,911.33	335,127.57			
Shops, Roundhouses, and Turntables,	39,360.89	102,632.49			
Shop Machinery and Tools,	40,358.10				
Water Stations,	7,709.73	9,337.14			
Fuel Stations,	4,363.68	45,369.97			
Docks and Wharves,	17,739.86	80,568.34			
Electric Light Plants,	1,753.36				
Electric-Motive-Power Plants,	13,667.58	267,044.93			
Miscellaneous Structures,	26,141.01	147,935.21			
General Expenses,	193.41	2,817.06			
Total Construction,	\$1,042,340.64	\$3,832,502.27	\$45,982,160.71	\$49,804,662.98	\$113,631.44
Equipment:					
Locomotives,		\$2,123,211.11			
Passenger Cars,		681,344.41			
Sleeping, Parlor, and Dining Cars,		269,522.49			
Baggage, Express, and Postal Cars,		140,390.88			
Combination Cars,		36,619.59			
Freight Cars,	818.06	314,274.23			
Other Cars of all Classes,	15,413.50	49,269.80			
Total Equipment,	16,331.56	\$3,564,523.01	\$15,380,976.22	\$18,945,498.32	\$43,234.96
Total Construction,	\$1,042,340.64	3,832,502.27	45,982,160.71	49,804,662.98	113,631.44
Grand Total Cost Construction, Equipment, Etc.,	1,058,572.20	\$7,397,024.28	\$61,363,136.93	\$68,750,161.21	\$156,866.40

Income Account.

Gross Earnings from Operation (p. 258), . . .	\$49,981,947.77
Less Operating Expenses (p. 262), . . .	35,833,022.61
Income from Operation,	\$14,148,925.16
Dividends on Stocks leased,	\$322,090.00
Interest on Bonds leased,	13,500.00
Dividends on Stocks owned (p. 260),	640,280.62
Interest on Bonds owned (p. 261),	48,899.17
Miscellaneous Income (p. 261),	198,682.00
Income from Other Sources,	1,223,451.79
Total Income,	\$15,372,376.95
Deductions from Income:	
Interest on Funded Debt accrued (p. 254),	504,406.66
Interest on Interest-bearing Current Liabilities, etc.,	435,384.96
Rents paid for Lease of Road (p. 264),	4,136,843.07
Taxes (p. 285),	2,659,623.95
a. Other Deductions,	928,065.87
Total Deductions from Income,	8,664,324.51
Net Income,	\$6,708,052.44
Dividends, 8 per cent. Common Stock (p. 253),	\$6,400,000.00
Total,	6,400,000.00
Surplus from Operations of Year ending June 30, 1905,	308,052.44
Surplus on June 30, 1904 [from "General Balance Sheet," 1904 Report,	\$14,649,036.67
*Additions for Year,	161,508.75
Surplus on June 30, 1905 [for entry on "General Balance Sheet," p. 266],	\$15,118,597.86

Schedule — Dividends on Stocks Leased.

Old Colony Steamboat Company,	\$300,000.00
Union Freight Railroad Company,	20,090.00
New Bedford, Martha's Vineyard & Nantucket Steamboat Co.,	2,000.00
	\$322,090.00

EXPLANATORY REMARKS.

a. Interest on Convertible Debenture Certificate accrued,	\$7,412.00
Interest on Non-Convertible Debentures accrued,	920,653.87
	\$928,065.87

By amounts received in settlement of accounts prior to the present fiscal year adjustments with Leased Lines and premiums on sale of securities, \$161,508.75

Earnings from Operation.

Item.	Total Receipts.	Deductions Acct. of Repay- ments, etc.	Actual Earnings.
Passenger: Passenger Revenue, .	\$20,265,591.71		
Less Payments, Tickets Redeemed, .		\$188,840.18	
Excess Fares Refunded, .		68,121.75	
Total Deductions,		\$257,011.93	
Total Passenger Revenue, .			\$20,008,579.78
Mail,	670,534.89		
Express,	1,655,257.22		
Extra Baggage and Storage, .	182,405.75		
Other Items: Parlor, Sleeping, Din- ing and Buffet Cars,	1,887,128.96		
Special Trains, etc.,	242,547.89		4,137,874.71
Total Passenger Earnings, . .			24,146,454.49
Freight: Freight Revenue, . .	25,178,073.09		
Less Repayments:			
Overcharge to Shippers, . . .		112,148.92	
Other Repayments,		527,618.45	
Total Deductions,		\$639,767.37	
Total Freight Revenue,			\$24,538,305.72
Hoisting,	345,007.74		
Switching,	178,969.51		
Trackage,	164,458.79		
Wharfage,	28,256.20		
Weighing,	32,821.09		
Miscellaneous,	37,562.10		
Elevator,	21,479.04		808,549.47
Total Freight Earnings,			\$25,341,855.19
Total Passenger & Freight Earnings,			\$49,488,309.68
Other Earnings from Operation:			
Telegraph Receipts,	46,885.59		
Rents not otherwise provided for,	446,752.60		
Total Other Earnings,			\$493,638.09
Total Gross Earnings from Opera- tion—Entire Line,			\$49,981,947.77

STOCKS AND BONDS OF LEASED LINES (NOT MERGED) RECEIVED IN EXCHANGE FOR
STOCK OF NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY,
JUNE 30, 1905.

Old Colony Railroad, 56,190 shares,	\$5,057,100.00
New England Railroad, 49,440 shares, preferred,	2,547,991.50
New England Railroad, 199,575 shares, common,	3,991,500.00
Naugatuck Railroad, 10,026 shares,	1,002,600.00
Harlem River & Port Chester Railroad, 10,000 shares,	1,000,000.00
New Haven & Northampton Railroad, 24,600 shares,	984,000.00
B. & N. Y. A. L. Railroad, 17,380 shares, preferred,	695,200.00
Danbury & Norwalk Railroad, 9,020 shares,	225,500.00
New Haven & Derby Railroad, 4,459 shares,	137,200.00
West Stockbridge Railroad, 396 shares,	39,600.00
Stockbridge & Pittsfield Railroad, 110 shares,	6,600.00
Berkshire Railroad, 30 shares,	1,800.00
New Haven & Derby Railroad, 7,050 bonds,	705,000.00
	<u>\$16,394,091.50</u>

Stocks Owned.

a. Railroad Stock.

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
Danbury & Norwalk R. R.,	\$148,025.00	.....	.....	286,832.20
Stockbridge & Pittsfield R. R.,	265,100.00	.....	.....	489,214.14
Naugatuck R. R.,	38,300.00	.....	.....	106,606.65
New Haven & Derby R. R.,	900.00	.....	.....	1,340.00
Boston & N. Y. Air Line { Com.,	751,100.00	.....	.....	87,480.00
{ Pref.,	32,400.00	.....	.....	35,568.81
Old Colony R. R.,	718,800.00	.....	.....	1,439,801.75
Narragansett Pier R. R.,	18,700.00	.....	.....	18,700.00
Wood River Branch R. R.,	38,100.00	.....	.....	21,467.50
Providence & Springfield R. R.,	506,550.00	.....	.....	512,663.72
New England R. R., { Com.,	26,300.00	.....	.....	14,770.00
{ Pref.,	47,000.00	.....	.....	73,176.00
R. I. & Mass. R. R., { Mass. Div.,	100,000.00	.....	.....	191,700.00
{ R. I. Div.,	180,000.00	.....	.....	189,299.50
Lowell & Framingham R. R.,	400.00	.....	.....	38.00
Woonsocket & Pascoag R. R.,	200,000.00	.....	.....	100,000.00
Middlet'n, Mer. & W. R. R.,	100,000.00	.....	.....	100,000.00
Berkshire R. R.,	842,600.00	.....	.....	636,617.02
New York Connecting R. R.,	50,000.00	.....	.....	50,000.00
Rockville R. R., { Com.,	67,500.00	.....	.....	7,502.86
{ Pref.,	40,000.00	.....	\$2,643.12	44,459.64
Hartford & Conn. Western R. R.,	34,000.00	2%	100.00	16,093.24
Boston & Providence R. R. Corp.,	85,900.00	.....	.....	258,308.46
Pawtuxet Valley R. R.,	1,800.00	.....	.....	3,160.00
Mil., Franklin Prov. R. R.,	99,900.00	.....	.....	49,950.00

Stocks Owned.—Continued.

Name.	Total Par Value.	Rate.	Income or Interest Received	Valuation.
Milford & Woonsocket R. R., .	147,800.00	.....	.....	73,900.00
Ridgefield & New York R. R., .	179,850.00	.....	.....	39,004.98
N. Y., O. & W. R. R., } Com., .	29,160,000.00	1½%	437,400.00	13,105,185.62
} Pref., .	2,200.00	6%	132.00	3,212.00
Providence Terminal Company, .	1,698,200.00	.....	.....	1,698,200.00
Boston Terminal Company, .	200,000.00	.....	.....	200,000.00
Total,	\$35,276,425.00	.....	440,275.12	19,754,192.09

b. Other Stocks.

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
Consolidated Railway, .	\$10,000,000.00	2%	200,000.00	10,095,938.42
New York Transfer Company, .	4,000.00	.....	.....	1,600.00
Derby Paper Mills, .	895.00	.....	.....	895.00
Iron Works Aqueduct Co., .	.....	.....	5.50	.....
Brockton Ice & Coal Co., .	700.00	.....	.....	677.92
New England Navigation Co., .	3,500,000.00	.....	.....	4,448,469.39
Quincy Quarries Co., .	400.00	.....	.....	850.52
Total,	\$13,505,995.00	.....	200,005.50	14,547,926.25
Grand Total, a and b, .	\$48,782,420.00	.....	640,280.62	\$4,302,118.34

b. In addition to the stocks listed above, the Company owns stocks of various companies for which its own stock has been issued. The dividends on such, together with the dividends on the stocks of Leased Lines listed above, were credited to the rental account of those companies, as shown on the schedule on page 264.

This Company also owns one-twelfth interest in the Iron Works Aqueduct Company, and 1,000 shares of stock of the Pontiac Branch Railroad Company, which are not entered on the books of the Company.

Bonds Owned.**a. Railway Bonds.**

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
c Central New England Ry. Co.,	\$11,120,100.00	.....	*	\$5,204,927.47
Prov. & Springfield R. R. Co.,	750,000.00	5%	*	750,000.00
Pawtuxet Valley R. R. Co., .	160,000.00	4%	*	160,000.00
Nantasket Beach R. R. Co., .	250,000.00	2½%	*	150,000.00
Total,	\$12,280,100.00	.....	.....	\$6,264,927.47

b. Other Bonds.

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
d New Haven Steamboat Co., .	\$175,000.00	5%	\$3,250.00	\$175,000.00
New London Steamboat Co., .	20,000.00	6%	1,200.00	21,600.00
New England Navigation Co.,	301,000.00	4%	1,899.45	301,000.00
e Stamford Street R. R. Co., .	.....	.....	937.50	.....
Consolidated Ry. Co., . . .	3,500,000.00	4%	88,552.22	3,895,000.00
Total,	\$3,996,000.00	.....	\$48,899.17	\$3,892,610.00
Grand Total, a and b, \$	16,276,100.00	.....	48,899.17	10,157,537.47

c. Includes valuation of Stock.

d. Interest paid on \$125,000 only.

e. Bonds sold during the year.

* The income from the Bonds of Leased Lines was credited to rental account of those companies as shown on the schedule, page 284.

Miscellaneous Income.

Item.	Gross Income.	Net Miscellaneous Income.
Income on deposits, etc.,	\$198,682.00	\$198,682.00

Operating Expenses.

Item.	Amount.
Maintenance of Way and Structures:	
Repairs of Roadway,	\$2,587,063.29
Renewals of Rails,	173,729.28
Renewals of Ties,	555,894.80
Repairs and Renewals of Bridges and Culverts,	909,888.51
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards,	154,605.02
Repairs and Renewals of Buildings and Fixtures,	679,330.77
Repairs and Renewals of Docks and Wharves,	104,083.25
Repairs and Renewals of Telegraph and Telephone,	14,962.69
Stationery and Printing,	2,535.32
Other Expenses,	86,706.89
Total,	\$5,168,709.32
Maintenance of Equipment:	
Superintendence,	\$96,076.84
Repairs and Renewals of Locomotives,	2,157,859.53
Repairs and Renewals of Passenger Cars,	976,652.46
Repairs and Renewals of Freight Cars,	919,727.45
Repairs and Renewals of Work Cars,	28,988.46
Repairs and Renewals of Marine Equipment,	216,406.78
Repairs and Renewals of Shop Machinery and Tools,	281,796.04
Stationery and Printing,	5,956.28
Other Expenses,	454,501.70
Total,	\$5,087,965.54
Conducting Transportation:	
Superintendence,	\$401,404.87
Engine and Roundhouse Men,	3,271,704.55
Fuel for Locomotives,	4,904,940.80
Water Supply for Locomotives,	235,471.92
Oil, Tallow, and Waste for Locomotives,	129,845.60
Other Supplies for Locomotives,	87,652.62
Train Service,	2,881,954.37
Train Supplies and Expenses,	606,224.19
Switchmen, Flagmen, and Watchmen,	2,186,905.87
Telegraph and Telephone Expenses,	440,285.77
Station Service,	4,070,848.87
Station Supplies,	340,466.76
Car Per Diem and Mileage—Balance,	1,555,753.37
Loss and Damage,	172,245.93
Injuries to Persons,	376,479.00
Clearing Wrecks,	48,503.67
Operating Marine Equipment,	702,096.00
Advertising,	110,294.37
Outside Agencies,	41,027.21
Stock Yards and Elevators,	12,125.95
Rents for Tracks, Yards, and Terminals, (p. 268),	404,952.16
Rents of Buildings and other Property,	51,120.31
Stationery and Printing,	243,820.20
Other Expenses,	512,394.41
Total,	\$24,287,018.37

Item.	Amount.
General Expenses:	
Salaries of General Officers,	\$191,068.06
Salaries of Clerks and Attendants,	488,638.02
General Office Expenses and Supplies,	48,412.78
Insurance,	177,200.56
Law Expenses,	188,959.80
Stationery and Printing (General Offices),	80,102.21
Other Expenses,	269,947.95
Total,	\$1,289,829.38
Recapitulation of Expenses:	
Maintenance of Way and Structures,	\$5,168,709.32
Maintenance of Equipment,	5,087,965.54
Conducting Transportation,	24,287,018.37
General Expenses,	1,289,829.38
Grand Total,	\$85,838,022.61

Percentage of Expenses to Earnings—Entire Line, 71.69.

Rentals Paid.

Rents paid for lease of tracks, yards, and terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks:				
	Bet. Concord Junc. and Shelburne Falls, Mass.,	Fitchburg R. R.,	\$7,500.00	
	Lowell, Mass.,	Boston & Maine,	3,800.00	
	New London, Ct.,	New London Union Passenger Station,	2,500.00	
	Hopewell Junc., to Wicopee Junc., N. Y.,	Newburg, Dutchess & Connecticut R. R.,	40,569.07	
	Sterling Junc., to Worcester, Mass.,	Boston & Maine,	3,444.00	
	Hopewell Junc. to Poughkeepsie,	Central New England Ry.,	1,888.36	\$58,696.48
Terminals:				
	Grand Central Stat'n, New York City,	N. Y. & Harlem R. R.,	160,179.92	
	Piers, East River, New York City,	City of New York <i>et al.</i> ,	186,895.78	
	Springfield, Mass.,	Boston & Albany,	22,500.00	
	Pittsfield, Mass.,	Boston & Albany,	2,500.00	
	Worcester, Mass.,	Boston & Albany,	16,000.00	
	Ashland, Mass.,	Boston & Albany,	850.00	
	Shelb'ne Falls, Mass.,	Fitchburg R. R.,	2,500.00	
	Fitchburg, Mass.,	Fitchburg R. R.,	8,180.08	
	Fishkill, N. Y.,	Homer Ramsdell,	800.00	
	Newport, R. I.,	Trustees, Long Wharf,	1,400.00	346,255.78
Grand Total of Rents,				\$404,952.16

Rentals.

Name of Road.	Total.	Less Dividend Received on Stock Owned, and Ex- changed for N. Y., N. H. & H. R. R. Stock.	Less Interest on Bonds Owned.	Net Amount.
Old Colony,	\$1,892,876.11	\$448,646.00	.....	\$1,449,030.11
New England,	1,069,610.72	149,780.00	\$69,754.61	850,126.11
Boston & Providence,	494,800.00	7,997.50	.....	486,802.50
Providence & Worcester,	416,000.00	.....	.....	416,000.00
Norwich & Worcester,	290,099.45	.....	.....	290,099.45
Naugatuck,	284,617.12	108,950.00	.....	180,667.12
New Haven & Northampton,	220,400.00	98,400.00	.....	122,000.00
Boston & New York Air Line,	144,940.00	71,140.00	.....	73,800.00
Danbury & Norwalk,	68,500.00	29,952.50	.....	38,547.50
New Haven & Derby,	46,630.00	17,872.00	.....	28,758.00
Providence & Springfield,	58,198.00	20,223.00	37,500.00	475.00
Berkshire,	86,250.00	15,418.50	.....	20,831.50
Holyoke & Westfield,	41,007.88	.....	.....	41,007.88
Stockbridge & Pittsfield,	27,172.00	12,386.00	.....	14,886.00
Providence, Warren & Bristol,	27,788.72	20,226.00	.....	7,562.72
Pawtuxet Valley,	13,468.00	126.00	6,400.00	6,987.00
Plymouth & Middleboro,	11,850.00	.....	.....	11,850.00
Nantasket Beach,	6,250.00	.....	6,250.00	.....
Woonsocket & Pascoag,	5,000.00	.....	.....	5,000.00
Milford & Woonsocket,	4,700.00	.....	.....	4,700.00
Chatham,	3,750.79	.....	.....	3,750.79
Mill, Franklin & Providence,	2,800.00	.....	.....	2,800.00
Colchester,	1,750.00	.....	.....	1,750.00
Central New England,	49,000.00	.....	.....	49,000.00
Dutchess County,	9,245.84	.....	.....	9,245.84
H. R. & P. C.,	40,000.00	.....	12,784.45	27,265.55
Total,	\$5,260,499.63	\$991,017.50	\$132,639.06	\$4,136,843.07

Comparative General Balance Sheet.

JUNE 30, 1904.		ASSETS.	JUNE 30, 1905.			
Item.	Total.		Item.	Total.	Increase.	Decrease.
.....	\$45,983,160.71	Cost of Road (p. 256),	.....	\$49,804,662.98	\$3,822,502.27	.....
.....	15,880,976.22	Cost of Equipment (p. 256),	.....	18,945,498.28	3,064,522.01	.....
.....	17,267,990.40	Stocks owned (p. 259),	.....	84,802,118.84	17,084,137.94	.....
-	8,375,004.08	Bonds owned (p. 261),	.....	10,167,537.47	1,882,538.44	.....
.....		Stocks of Leased Lines (not merged) received in exchange for Stock of N. Y., N. H. & H. R. R. Co. (p. 259),	.....	16,394,091.50	.....	.....
.....	16,394,091.50	Cash and Current Assets (p. 254),	.....	12,539,951.55	.....	\$1,445,928.12
.....	18,985,879.67	Materials and Supplies,	.....	8,201,776.56	35,431.07	.....
.....	8,166,355.49	<i>Contingent Assets:</i>	.....	.....	.....	.....
.....		N. Y., P. & B. and O. C. R. R. Ter. Co.,	.....	.....	.....	1,585,130.42
\$1,585,130.42	.....	Terminal Lands, Providence, R. I.,	.....	.....	.....	756,117.00
756,117.00	.....	Harlem River & Port Chester R. R. Co.,	.....	.....	2,212,506.14	.....
6,918,333.69	.....	Dedham & Hyde Park Improvement,	.....	.....	587.91	.....
187,145.94	.....	Park Square Property, Boston,	.....	.....	.....	.....
5,120,000.00	.....	Property South Street, New York City,	.....	.....	.....	.....
90,000.00	.....	Advancements for betterments on Leased Lines,	.....	.....	.....	140,765.88
1,483,708.76	.....		.....	.....	.....	.....
.....	.....		.....	15,765,516.56	.....	.....
.....	15,984,435.81		.....	.....	.....	.....
.....		Grand Total,	.....	\$161,111,153.19	\$24,674,259.86	.....
.....	\$136,436,893.83		.....	.....	.....	.....

Comparative General Balance Sheet.—Continued.

JUNE 30, 1904.		LIABILITIES.	JUNE 30, 1905.		YEAR ENDING JUNE 30, 1905.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
.....	\$80,000,000.00	Capital Stock (p. 253), . . . . .	.....	\$80,000,000.00	.....	.....
.....	9,639,000.00	Funded Debt (p. 253), . . . . .	.....	12,004,000.00	\$2,365,000.00	.....
.....	24,666,700.00	Nonconvertible Debentures, . . . . .	.....	25,000,000.00	333,300.00	.....
.....	6,426,795.16	Current Liabilities, . . . . .	.....	27,609,088.52	21,182,293.86	.....
.....	185,800.00	Convertible Debenture Certificates, . . . . .	.....	185,800.00	.....	.....
\$394,316.53	.....	Accrued Interest on Funded Debt not yet payable,	\$542,653.05	.....	148,336.52	.....
203,745.47	.....	Accrued Rentals not yet payable,	207,287.55	.....	3,542.08	.....
.....	598,062.00	.....	.....	749,940.60	.....	.....
.....	272,000.00	Insurance Fund, . . . . .	.....	444,226.21	172,226.21	.....
.....	14,649,036.67	Profit and Loss (p. 257), . . . . .	.....	15,118,597.86	469,561.19	.....
.....	\$136,486,893.83	Grand Total, . . . . .	.....	\$161,111,153.19	\$24,624,259.36	.....

Important Changes During the Year.

No. 1 and 2. Increase of mileage of road operated is explained as follows:

Lease of that part of Central New England Railway, from Poughkeepsie Junction, N. Y. to Campbell Hall, N. Y.,	31.07 miles	
Lease of Dutchess Co. Railroad, Hopewell Junction, N. Y. to Poughkeepsie Junction, N. Y.,	12.40	"
Increase in mileage of New England Railroad between Wickopee, N. Y. and Fishkill Landing, N. Y.,	.09	" 43.56
Less trackage rights between Hopewell Junction and Poughkeepsie now leased,		13.57
Net increase in mileage,		29.99

No. 3. Important physical changes:

The work of six-tracking the Harlem River & Port Chester Railroad is in active progress.

The construction of two additional tracks between Guilford and East River on the Shore Line from New Haven to New London, the beginning of a four-track line between the last points mentioned, has been nearly completed.

About ten miles of new second track has been put in operation during the year. Similar work is in progress at various points on the system.

The new double-track bridge over the Connecticut River at Warehouse Point, Conn., was completed and put in operation June 5, 1905. Active work is in progress in building four-track bridges at four points on the system. In addition to the above important work, there has been a general renewal of bridges during the year.

The new passenger station at Bridgeport has been completed, and new station buildings at ten other stations have been put in service. Sundry freight stations have been enlarged, yards regraded, and the tracks re-arranged.

Ten grade crossings have been eliminated during the year.

No. 4. On December 1, 1904, leases were made with the Dutchess County Railroad Company and the Central New England Railway Company, under which this Company has operated the roads from Hopewell Junction, N. Y. to Campbell Hall, N. Y., by way of Poughkeepsie, 43.47 miles.

No. 5. None.

No. 6. None.

No. 7. The funded debt has been increased by the issue of \$2,365,000, 4% fifty year first mortgage, Harlem River & Port Chester Railroad bonds, being a part of the authorized issue last year of \$15,000,000, the proceeds to be used for the re-construction and improvement of the line from New Rochelle into the city of New York. There was also an issue of \$333,300 of 3½% debentures, being the balance of \$10,000,000 authorized last year.

No. 8. A purchase was made November 1, 1904, of 291,600 shares of the common stock and 22 shares of the preferred stock of the New York, Ontario & Western Railway Company, as shown on page 259. In addition to such purchase, the Company has expended \$5,808,263.76 in acquiring other securities, as shown on page 259 and page 261.

Contracts, Agreements, etc.

No. 1. The Adams Express Company operates over the road. The compensation is a percentage of the gross earnings.

No. 2. The mail service is performed in accordance with Acts of the Congress, and for the compensation fixed by the Post Office Department.

No. 3. Sleeping, parlor, and buffet cars are owned and operated by this company. Pullman cars are operated between Boston and Jersey City, filling joint lines with the Pennsylvania Railroad between Boston and Washington. Pullman cars are also run jointly with other roads between New York City, Boston, and northern New England. Sixteen dining cars are operated between New York and Boston, owned and leased by this company.

Nos. 4, 5, and 6. The company has arrangements with its connections for the interchange of freight and passengers whereby it receives in some cases its local rates and in other cases a proportion of the through rate based on the relative mileage. There is also a contract (to which this company is a party) between the rail and water transportation lines between New York and Boston which regulates passenger and freight rates.

No. 7. Contract with the Western Union Telegraph Company for the transaction of the telegraph business, under which the railroad company furnishes operators at stations, carries telegraph material, etc., and receives a proportion of the gross receipts. Also contract with the Connecticut River Telegraph Company, covering the Valley Branch from Hartford to Saybrook Point. The railroad company to furnish operators, carry material, etc., and the telegraph company to transmit railroad company messages.

No. 8. Contracts with the New England Telephone and Telegraph Company, Southern Massachusetts Telephone Company, Providence Telephone Company, Southern New England Telephone Company, New York Telephone Company, Hudson River Telephone Company, and the American Telephone and Telegraph Company, for exchange, with the usual terms granted to railroad companies.

Security for Funded Debt.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.		Miles.	What Equipment Mortgaged.
	From—	To—		
First Mortgage on the Roadbed, Franchise & Equipment of the Harlem River & Port Chester R. R. Co.	Harlem River	New Rochelle.	11.50	All.
General Mortgage Bonds of N. Y., Providence & Boston R. R. Co.	Providence, R. I., including Thames Bridge	New London, Ct.	62.11	None.
First Mortgage Bonds of Shore Line R. R. Co.	New Haven, Ct.	New London, Ct.	49.40	None.
First Mortgage Bonds of Housatonic R. R. Co.	Bridgeport, Ct.	Mass. State Line.	90.12	All.
Consolidated Mortgage Bonds of Housatonic R. R. Co.	Bridgeport, Ct.	Mass. State Line.	90.12	All.

Employees and Salaries.

Class.	No.	Total No. of Days Worked.	Total Yearly Com- pensation.	Av. Daily Com- pensation.
General Officers,	83	10,148	\$277,645.83	\$27.36
Other Officers,	120	87,506	264,648.29	7.06
General Office Clerks,	1,219	392,143	820,694.90	2.09
Station Agents,	813	293,457	618,791.85	2.09
Other Station Men,	4,778	1,546,630	3,029,898.00	1.96
Enginemen,	1,331	465,573	1,694,999.40	3.64
Firemen,	1,299	460,852	942,257.71	2.05
Conductors,	1,128	420,928	1,310,879.05	3.11
Other Trainmen,	3,540	1,287,280	2,671,661.85	2.08
Machinists,	743	220,060	570,125.50	2.59
Carpenters,	1,184	342,659	787,282.90	2.30
Other Shopmen,	2,918	964,866	1,872,216.20	1.94
Section Foremen,	651	208,250	484,356.00	2.33
Other Trackmen,	4,242	1,308,540	1,949,161.55	1.49
Switch Tenders, Crossing Tenders, and Watchmen,	1,875	577,079	944,608.60	1.64
Telegraph Operators and Dispatchers,	503	174,262	364,179.40	2.09
Employees—acct. Floating Equipm't,	410	133,781	296,099.10	2.23
All other Employees and Laborers,	4,785	1,468,969	2,611,960.71	1.78
Total (including "General Officers"),	31,377	10,810,983	\$21,506,461.84	\$2.09
Less "General Officers,"	33	10,148	277,645.83	.....
Total (excluding "General Officers"),	31,344	10,800,835	\$21,228,816.01	2.06
Distribution of above:				
General Administration,	771	244,618	698,205.50	2.35
Maintenance of Way and Structures,	6,235	1,959,109	3,459,581.02	1.77
Maintenance of Equipment,	5,003	1,549,637	3,189,580.03	2.06
Conducting Transportation,	19,318	6,557,569	14,159,095.29	2.16
Total (including "General Officers"),	31,377	10,810,983	\$21,506,461.84	\$2.09
Less "General Officers,"	33	10,148	277,645.83	.....
Total (excluding "General Officers"),	31,344	10,800,835	\$21,228,816.01	\$2.06

Traffic and Mileage Statistics.

Item.	No. Passengers, Tonnage, Car Mileage, No. Cars, Etc.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills
Passenger Traffic:				
No. of passengers carried earning revenue,	68,828,475			
No. of passengers carried one mile,	1,175,639,026			
No. of pass'ngs carried 1 mile per mile of road	566,450			
Average distance carried, miles,	18.57			
Total passenger revenue, (p. 258),		20,008,579	78	
Average am't received from each passenger,			31	5.97
Average receipts per passenger per mile,			01	7.02
Total passenger earnings (p. 258),		24,146,454	49	
Passenger earnings per mile of road,		11,634	32	
Passenger earnings per train mile,		1	55	5.91
Freight Traffic:				
No. of tons carried of freight earning revenue,	18,821,327			
No. of tons carried one mile,	1,742,915,367			
No. of tons carried 1 mile, per mile of road,	889,777			
Average distance haul of one ton, miles,	95.13			
Total freight revenue, (p. 258),		24,533,305	72	
Average am't received for each ton of freight,		1	33	9.06
Average receipts per ton per mile,			01	4.08
Total freight earnings, (p. 258),		25,341,855	19	
Freight earnings per mile of road,		12,210	29	
Freight earnings per train mile,		3	24	0.26
Total traffic:				
Gross earnings from operation (p. 258),		49,981,947	77	
Gross earn'gs from operation per mile of road,		24,082	46	
Gross earnings from operation per train mile,		2	15	9.21
Operating expenses, (p. 262),		35,833,022	61	
Operating expenses per mile of road,		17,265	18	
Operating expenses per train mile,		1	54	7.98
Income from operation, (p. 257),		14,148,925	16	
Income from operation per mile of road,		6,817	28	
Car Mileage, etc.:				
Mileage of passenger cars,	66,462,888			
Average No. of passenger cars per train mile,	4.28			
Average No. of passengers per train mile,	76			
Mileage of loaded freight cars, No. or East,	83,961,515			
Mileage of loaded freight cars, So. or West,	58,086,289			
Mileage of empty freight cars, No. or East,	13,365,047			
Mileage of empty freight cars, So. or West,	39,499,058			
Average No. of freight cars per train mile,	24.92			
Average No. of loaded cars per train mile,	18.16			
Average No. of empty cars per train mile,	6.76			
Average No. of tons of freight per train mile,	222.85			
Average No. of tons of freight per loaded car mile,	12.27			
Average mileage operated during year,	2,075.45			
Train Mileage:				
Mileage of revenue passenger trains,	15,327,246			
Mileage of locomotives employed in "helping" passenger trains,	14,676			
Mileage of revenue mixed trains,	191,985			
Mileage of revenue freight trains,	7,628,951			
Mileage of locomotives employed in "helping" mixed and freight trains,	329,462			
Total revenue train mileage,	23,148,182			
Mileage of non-revenue trains,	7,036,577			

Freight Traffic Movement.

Commodity.	Freight Originating on this Road.	Freight Re- ceived from Connecting Roads and Other Car- riers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
Products of Agriculture:				
Grain,	94,892	482,801	577,193	8.16
Flour,	51,208	160,616	211,824	1.16
Other Mill Products,	65,766	200,976	266,742	1.46
Hay,	37,858	261,725	299,083	1.68
Tobacco,	13,206	8,227	16,433	0.08
Cotton,	77,864	122,105	199,469	1.09
Fruit and Vegetables,	86,834	188,860	275,194	1.50
Products of Animals:				
Live Stock,	19,868	42,657	62,020	0.34
Dressed Meats,	20,836	130,638	150,969	0.82
Other Packing-House Products, .	18,799	17,958	36,757	0.20
Poultry, Game, and Fish, . . .	30,467	8,195	38,662	0.19
Wool,	58,688	21,816	75,004	0.41
Hides and Leather,	40,155	39,652	79,807	0.43
Products of Mines:				
Anthracite Coal,	511,661	1,436,858	1,948,519	10.68
Bituminous Coal,	1,488,764	1,093,744	2,582,508	14.09
Coke,	52,735	93,167	145,902	0.80
Ores,	10,707	14,804	25,011	0.14
Stone, Sand, and other like Articles,	714,710	96,508	811,218	4.42
Products of Forests:				
Lumber,	423,850	598,548	1,021,898	5.58
Manufactures:				
Petroleum and other oils, . . .	121,261	43,442	164,703	0.90
Sugar,	40,884	6,818	47,202	0.26
Iron, Pig and Bloom,	141,753	220,110	361,863	1.98
Iron and Steel Rails,	98,144	139,945	238,089	1.27
Other Castings and Machinery, .	268,872	182,923	401,800	2.19
Bar and Sheet Metal,	289,940	191,472	481,412	2.68
Cement, Brick, and Lime, . . .	557,490	301,866	858,856	4.69
Agricultural Implements, . . .	5,084	481	5,515	0.03
Wagons, Carriages, Tools, etc., .	9,424	5,987	15,411	0.08
Wines, Liquors, and Beers, . . .	75,405	57,677	133,082	0.72
Household Goods and Furniture, .	37,976	12,696	50,672	0.28
Merchandise,	8,531,415	1,828,596	4,860,011	26.53
Miscellaneous—Other commodi- ties not mentioned above, . . .	1,446,204	442,299	1,888,503	10.81
Total Tonnage—Entire Line, . .	10,429,715	7,891,612	18,321,327	100.00

Description of Equipment.

Item.	Number Added during Year.	Total Number at End of Year.	Equipment Fitted with Train Brake. Number.	Equipment Fitted with Automatic Coupler. Number.
Locomotives — owned and leased:				
Passenger,	52	566	566	566
Freight,	85	426	426	426
Switching,	36	194	194	194
Total Locomotives in Service, .	173	1,186	1,186	1,186
Less Locomotives Leased, . . . . .	.....	873	873	873
Total Locomotives owned,	173	818	818	818
Cars Owned and Leased:				
In Passenger Service—				
First class cars,	74	1,246	1,246	1,246
Combination cars,	15	261	261	261
Dining cars,	4	16	16	16
Parlor cars,	20	188	188	188
Sleeping cars,	2	85	85	85
Baggage, Express, and Postal Cars, .	38	294	294	294
Other cars in Passenger Service, . . . . .	.....	100	100	100
Total,	148	2,090	2,090	2,090
In Freight Service—				
Box cars,	308	8,248	8,215	8,248
Flat cars,	8	2,054	2,044	2,054
Stock cars, . . . . .	.....	5	5	5
Coal cars,	50	6,038	6,019	6,038
Tank cars, . . . . .	.....	4	4	4
Refrigerator cars, . . . . .	.....	1	1	1
Other cars in Freight Service, . . . . .	.....	510	510	510
Total,	361	16,860	16,798	16,860
In Company's Service—				
Officers' and pay cars, . . . . .	.....	13	13	13
Derrick cars, . . . . .	.....	46	40	46
Caboose cars,	60	326	277	326
Other road cars,	18	263	208	263
Total,	78	648	538	648
Total Cars in Service,	537	19,598	19,426	19,598
Less Cars Leased, . . . . .	.....	5,312	.....	.....
Total Cars Owned,	1,096	14,286	.....	.....

Mileage.

a. Mileage of road operated (all tracks):

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated under Lease.	Line Operated under Contract, etc.	Line Operated under Track-age Rights.	Total Mileage Operated.	RAILS.	
	Main Line.	Branches and Spurs.						Iron.	Steel.
Miles of single track.	233.94	204.36	180.33	1,390.61	37.17	41.54	2,087.95	.....	2,046.41
Miles of second track.	233.94	4.84	11.50	436.33	.....	24.54	701.75	.....	677.21
Miles of third track.	55.32	.....	1.25	21.87	.....	12.45	90.89	.....	73.44
Miles of fourth track.	55.32	.....	1.25	20.64	.....	12.45	89.66	.....	77.31
Miles of yard track and sidings.	250.84	59.53	141.52	823.77	.....	.....	1,275.70	321.83	1,053.88
Total Mileage Operated.	.....	.....	.....	.....	.....	90.98	4,345.95	321.83	3,933.15

b. Mileage of line operated by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated under Lease.	Line Operated under Contract, etc.	Line Operated under Track-age Rights.	Total Mileage Operated.	Steel Rails.
	Main Line.	Branches and Spurs.						
Connecticut.	170.01	196.09	95.78	420.23	.....	.....	892.11	862.11
Massachusetts.	5.95	.....	63.60	767.77	37.17	18.56	893.05	574.49
Rhode Island.	43.94	8.27	9.45	128.53	.....	.....	190.34	190.34
New York.	14.04	.....	11.50	74.03	.....	22.98	122.55	99.57
Total Mileage Operated.	233.94	204.36	180.33	1,390.61	37.17	41.54	2,087.95	2,046.41

c. Mileage of line owned by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Connecticut.	170.01	196.09	366.10	366.10
Massachusetts.	5.95	.....	5.95	5.95
Rhode Island.	43.94	8.27	52.21	52.21
New York.	14.04	.....	14.04	14.04
Total Mileage owned.	233.94	204.36	438.30	438.30

Renewals of Rails and Ties.

NEW RAILS LAID DURING THE YEAR.

Kind.	Tons.	Weight per yard. Pounds.	Average price per ton at distributing point. Dollars.
Steel,	8,852.82	100	
"	1.29	97	
"	2.50	79	
"	10,650.87	78	
"	987.84	74	
"	.81	70	
"	.80	67	
Total,	15,445.93	....	\$28.98

NEW TIES LAID DURING THE YEAR.

Kind.	Number.	Average Price at Distributing Point. Cents.
First quality,	1,277,429	42.00
Second quality,	842,488	29.76
Total,	1,619,967	39.41

Consumption of Fuel by Locomotives.

Locomotives.	COAL — TONS.		Soft Wood. Cords.	Total Fuel Consumed. Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Anthracite.	Bituminous.				
Passenger,	7,359 ¹⁰⁰⁰	695,551 ⁴⁷⁰	897½	703,854 ¹⁰⁴⁰	14,894,466	94.83
Freight,	706 ⁴⁴⁸	598,885 ⁵⁴⁰	539	599,595 ¹⁰⁸⁸	8,780,523	126.63
Switching,	37,365 ⁵⁴⁴	294,359 ¹⁵⁹¹	416	331,683 ¹⁷⁸⁰	6,580,048	101.63
Construction,	66 ¹⁰⁰	40,016	57	40,110 ¹¹⁰⁰	828,814	95.64
Total,	45,397 ¹⁵	1,038,812 ¹⁰⁰⁰	1,860½	1,075,153 ¹⁰⁹¹	30,983,850	106.13
Average cost at distributing point,	\$4.07	\$2.95	\$1.85	.....	.....	.....

Accidents to Persons.

a. Accidents resulting from the movement of trains, locomotives, or cars:

Kind of Accident.	TRAINMEN.		SWITCH TENDERS, CROSSING TENDERS, AND WATCHMEN.		STATION MEN.		SHOP- MEN.		TRACK- MEN.		OTHER EM- PLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or Uncoupling.	3	25											3	25
Collisions.	4	34									1		5	34
Derailments.	1	2											1	2
Falling from Trains, Locomotives, or Cars.	11	58									2		11	60
Jumping on or off Trains, Locomotives, or Cars.	4	33							1				4	34
Struck by Trains, Locomotives, or Cars.	8	17	2	1	2	5	1	8	5	6	5		26	34
Over'd Obstructions.	6	33											6	33
Other Causes.	3	48				2					1		3	51
Total.	40	280	2	1	2	7	1	8	6	7	8		59	273
Average Number Employed during Year.	75.35		16.41		55.39		44.43		48.80		68.16		31.350	

Telegraph Employees, 497.

OTHER PERSONS.

Kind of Accident.	Passen- gers Injured.	Postal Clerks, Ex- press Mes- sengers, Pullman Employ- ees, etc., Injured.	TRESPASSING.		NOT TRESPASSING.		TOTAL.	
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.	10	1	..	..	..	..	..	..
Falling from Trains, Locomotives, or Cars.	..	..	4	6	..	..	4	6
Jumping on or off Trains, Locomotives, or Cars.	8	..	7	15	..	..	7	15
Struck by Trains, Locomotives, or Cars.	..	..	1	..	7	7	8	7
At Highway Crossings.	..	..	..	..	1	7	1	7
At Stations.	..	..	1	8	..	..	1	8
At other points along track.	..	..	87	26	..	..	87	26
Other Causes.	1	4	5	8	..	..	5	8
Total.	14	5	105	53	8	14	113	67

Accidents to Persons—State of Connecticut.—Continued.

b. Accidents arising from causes other than those resulting from the movement of trains, locomotives, or cars.

EMPLOYEES.

Kind of Accident.	Shopmen Injured.	TRACKMEN.		OTHER EMPLOYEES.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Handling Traffic,	..	..	1	..	5	..	6
Handling Tools, Machinery, etc.,	14	..	10	1	4	1	28
Getting on or off Locomotives or Cars at rest,	..	..	1	..	..	..	1
Other Causes,	47	1	9	2	10	3	66
Total,	61	1	21	3	19	4	101

Summary.		TOTAL.	
		Killed.	Injured.
TABLE A:			
Railway Employees,		59	273
Passengers,		..	14
Postal Clerks, etc.,		..	5
Other Persons,		113	67
TABLE B:			
Railway Employees,		4	101
Other Persons,		..	1
Grand Total,		176	461

Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.					
From —	To —	Miles.	No. of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	Length of Level Line. Miles.	No.	Sum of Ascent. Feet.	Aggregate Length of Grades. Miles.	Sum of Descent. Feet.	Sum of Ascent. Feet.
New York Div.:											Miles.
Woodlawn Jct., N. Y.,	New Haven Terminal.	59.93	81	21.31	38.62	6.50	36	704	25.66	82	808
Harlem River, N. Y.,	New Rochelle Jct., N. Y.	11.50	18	8.47	8.03	4.49	12	145	4.74	6	74
Stamford, Conn.,	New Canaan, Conn.	7.68	21	3.61	4.06	.44	1	327	7.07	1	4
Danbury, Conn.,	South Norwalk, Conn.	23.59	63	9.11	14.48	..	..	..	..	..	..
South Norwalk, Conn.,	Wilson's Point, Conn.	2.69	10	1.39	1.30	..	..	..	..	..	..
Branchville, Conn.,	Ridgefield, Conn.	3.97	17	1.97	2.00	..	..	..	..	..	..
Danbury, Conn.,	Brookfield Jct., Conn.	5.36	10	1.50	3.86	..	..	..	..	..	..
		114.70	219	42.36	72.34	..	..	..	..	..	..
New Haven Terminal,											
Terminal Post, N. Y. Div.,	Terminal Post, S. L. Div.	3.26	11	1.63	1.64	.73	1	29	1.77	3	16
" "	" " A. L. Noh. Div.	.29	..	..	.29	..	..	..	..	..	13
" "	" " Hart. Div.	.56	1	.21	.35	..	1	11	.84	1	7
New Haven Pass. Sta.,	" " Berk. Div.	1.46	4	.47	.99	..	..	..	..	..	..
Silver St. Frt. Sta., N. H.,	" " "	1.45	2	.96	.49	..	..	..	..	..	..
		7.02	18	3.26	3.76	..	..	..	..	..	..
Shore Line Div.:											
New Haven Terminal,	South Auburn, R. I.	104.78	95	30.78	74.05	18.34	55	812	42.22	54	836
Stonington Loop at	Stonington, Conn.	.97	4	.68	.29	.97	..	..	..	..	..
Worcester, Mass.,	Groton, Conn.	70.97	120	23.68	47.29	15.62	18	214	14.90	30	651
East Thompson, Conn.,	Southbridge, Mass.	17.36	39	7.74	9.62	8.39	11	220	8.21	8	207
Connecting Track to	N. L. & N. at Norwich.	.68	5	.42	.21	.33	..	..	..	1	12
		194.71	263	63.25	131.46	38.65	84	1,248	65.33	98	1,706

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.					PROFILE.				
From —	To —	Miles.	No. of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	Length of Level Line. Miles.	Ascending Grades.	Descending Grades.	Sum of Feet.	Sum of Descents. Feet.	Sum of Feet.	Sum of Descents. Feet.
				Miles.	Miles.	Miles.	No. Feet.	Aggregate Length of Ascending Grades. Miles.	No. Feet.	No. Feet.	No. Feet.	No. Feet.
Hartford Div.: New Haven Terminal, Berlin, Conn., Windsor Locks, Conn., Hartford, Conn., Westfield, Conn.,	Springfield, Mass. Middletown, Conn. Suffield, Conn. Fenwick, Conn. Waterbury, Conn.	59.61	45	21.60	38.01	11.97	32 448	26.05	28 384	21.59		
		9.70	13	4.10	5.60	3.54	8 47	2.04	13 83	4.12		
		4.32	5	.98	3.89	.75	5 99	2.65	2 17	.92		
		46.20	23	15.27	30.93	20.26	19 282	11.15	22 311	14.79		
		26.00	61	12.76	13.24	5.29	17 752.8	11.44	13 472.8	9.37		
		145.83	146	54.66	91.17	41.81	81 1,623.8	53.33	78 1,217.8	50.69		
Air Line-Noh. Div.: New Haven Terminal, " " Turnerville, Conn., Farmington, Conn., Westfield, Mass., Northampton, Mass., South Deerfield, Mass.,	Eng. H. Switch, Willimantic, Ct. Shelburne Jct., Mass. Colchester, Conn. New Hartford, Conn. Holyoke, Mass. Williamsburg, Mass. Turner's Falls, Mass.	51.06	84	19.96	31.10	4.59	18 117.8	26.46	16 943	20.01		
		94.64	159	24.16	70.48	80.48	57 1,080	37.74	49 802	26.43		
		8.59	8	1.02	2.57	.74	4 44	.95	5 85	1.90		
		14.09	44	7.71	6.88	2.30	12 243	9.33	6 67	2.46		
		10.82	15	2.05	8.27	3.14	5 190	8.63	2 225	3.55		
		7.51	25	3.20	4.31	.37	3 368	7.14	.. ..	.. ..		
		10.07	16	2.14	7.93	4.54	8 81	2.81	5 116	2.72		
		191.28	351	60.24	131.04	46.16	107 3,129	88.06	83 2,288	57.06		
Naugatuck Div.: Naugatuck Jct., Conn., Waterbury, Conn.,	Winsted, Conn. Watertown, Conn.	56.55	234	29.96	26.59	8.99	64 926	36.50	41 227	11.06		
		4.44	8	2.46	1.98	.30	5 219	3.84	3 6	.30		
		60.99	252	32.42	28.57	9.29	69 1,145	40.34	44 233	11.36		
Berkshire Div.: New Haven Terminal, Botsford, Conn.,	Pittsfield, Mass. Bridgeport, Conn.	118.55	310	55.62	62.93	22.75	81 1,800	65.19	58 806	30.61		
		15.16	54	8.83	6.33	.....	.. ..	.....	.. ..	.....		

Characteristics of Road.—Continued.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.						
From —	To —	Miles.	No. of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	Length of Level Miles.	ASCENDING GRADES.		DESCENDING GRADES.			
							No. Feet.	Sum of Length of Ascending Grades. Miles.	Sum of Descending Feet.	Aggregate Length of Descending Grades. Miles.		
Worcester Div.:—Cont.	Providence, R. I.,	57.76	58	26.09	31.67	9.71	7	731	24.70	8	515	28.85
	Providence, R. I.,	27.73	74	13.31	14.42	6.04	23	689	18.01	11	126	8.68
	Providence, R. I.,	5.80	7	1.64	4.16	2.36	2	38	1.54	3	25	1.90
	Auburn, R. I.,	10.36	34	4.57	5.79	6.2	41	279	6.18	26	142	8.56
	Auburn, R. I.,	3.58	2	.85	2.73	1.97	..	....	.....	3	41	1.61
		192.95	351	77.48	115.47	39.02	120	2,588	93.35	89	1,560	60.58
Plymouth Div.:	Boston Ft. Pt. Chnl., Mass.	12.52	18	3.49	9.03	4.40	9	150	5.68	7	56	2.44
	Braintree, Mass.	32.84	61	9.81	23.03	4.99	31	463	12.27	31	613	15.08
	So. Braintree, Mass.	26.04	17	4.52	21.52	7.02	19	166	7.76	23	237	11.26
	Mayflower Park, Mass.	21.74	15	5.25	16.49	3.41	12	213	8.50	14	228	9.88
	Neponset, Mass.	3.80	11	.87	2.43	1.13	4	41	1.62	3	15	0.55
	Harrison Sq., Mass.	2.39	8	1.05	1.34	...	1	51	1.00	1	54	1.39
	Whitman, Mass.	6.12	6	.58	5.54	0.64	6	69	2.62	6	83	2.86
	Elmwood, Mass.	.75	1	.64	.11	.44	1	10	.31	0	....	.....
	Atlantic, Mass.	5.41	12	2.00	3.41	.32	6	131	3.08	5	66	2.01
	No. Abington, Mass.	7.80	17	2.78	5.02	.78	9	123	2.41	11	192	4.66
	Nantasket Jct., Mass.	6.95	26	3.05	3.90	4.42	5	10	.83	6	38	1.70
	Matfield, Mass.	7.56	9	3.06	4.50	1.63	8	103	3.69	7	57	2.34
	Plymouth, Mass.	15.08	19	3.59	11.44	1.73	9	288	6.68	10	283	6.62
	Ext. to meet Plym'th & Middleboro, Mass.	.42	....	.....	.42	....	1	18	.42	....	.....	.....
	Middleboro, Mass.	85.66	88	26.88	59.28	17.32	67	1,110	33.02	70	1,198	35.32
	Yarmouth, Mass.	5.05	6	1.37	3.68	.45	4	36	1.65	6	75	2.95
	Buzzard's Bay, Mass.	17.54	15	6.14	11.40	1.19	15	247	7.53	15	249	8.82

[illegible]

Characteristics of Road. — Continued.

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges :							
Stone, .	101	2,839	..	10	..	385	..
Iron, .	496	46,807	..	10	..	1,425	..
Wooden, .	171	7,354	..	10	..	470	..
Total, .	....	57,000	..	..	..	....	..
Trestles, .	118	35,578	..	15	..	2,863	..
Tunnels, .	5	2,257	..	176	..	1,200	..

OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings:			
Bridges,	192	14	1
Conduits,	3	14	3
Trestles,	17	14	4
Total,	212	..	..
Overhead Railway Crossings,			
Bridges,	9	14	6
Conduits,	1	15	..
Total,	10	..	..
Tunnels,	5	14	8

Gauge of track, 4 feet 8½ inches.

Car Mileage.

CARS USED.		Compensation.	
Name of Owner.	Description.	Rate.	Amount.
American Cotton Oil Co.,	Tanks,	3/4	\$2,416.84
American Fast Freight,	Tank & Box,	3/4	157.85
American Live Stock Transp. Co.,	Stock,	3/5	1.56
American Locomotive Co.,	Flats,	3/5	18.91
American Oil Works,	Tank,	3/4	1.56
American Refr. Transp. Co.,	Refrigerator,	3/4	2,864.88
American Steel & Wire Co.,	Bx. Flt. & Ck.,	3/5	.48
American Tank Line,	Tanks,	3/4	55.05
Ammonia Co. of Phila.,	Tank,	3/4	1.01
Arms Palace Horse Car Co.,	Stock,	3/5	207.16
Armour Refrigerator Line,	Ref., Tks., Bx.	3/5 3/4	18,745.91
Basic Ext. Co.,	Tank,	3/4	7.28
Beadleston & Woerz,	Refrigerator,	3/4	82.90
Berwind & White Coal Min. Co.,	Coal,	3/5	695.90
Bessemer Coke Co.,	Coke,	3/5	1.15
Bird, F. W. & Son,	Tank,	3/4	4.68
Booth & Co., A.,	Refrigerator,	3/4	158.91
Brevard Tanning Co.,	Tank,	3/4	10.08
Brill, J. G. Co.,	Flat,	3/5	11.90
Brooklyn Cooperage Co.,	Box or Rack,	3/5	14.24
Buckeye Transp. Co.,	Refr. & Tank,	3/4	72.19
Buena Vista Ext. Co.,	Tank,	3/4	15.81
Canada Cattle Car Co.,	Stock,	3/5	2.20
Cherokee Tan. Ext. Co.,	Tank,	3/4	47.88
Chicago Refr. Car Co.,	Refrigerator,	3/4	209.48
Chicago, N. Y. & Boston Ref.,	Refrigerator,	3/4	541.86
Cleveland Provision Co.,	Refrigerator,	3/4	4.86
Cochrane Chemical Works,	Tanks,	3/4	62.82
Cold Blast Transp. Co.,	Refrigerator,	3/4	2,277.08
Colonial Tank Line,	Tank,	3/4	89.45
Columbia Tank Line,	Tank,	3/4	34.50
Continental Fruit Express,	Refrigerator,	3/4	816.48
Continental Refining Co.,	Tank,	3/4	15.32
Cincinnati Car Co.,	Flat,	3/5	15.20
Crescent Tank Line,	Tank,	3/4	50.42
Crew-Levick Co.,	Tank,	3/4	2.86
Crystal Car Line,	Tank,	3/4	18.71
Cudahy Refrig. Line,	Refrigerator,	3/4	3,694.02
Cutting, F. A.,	Rack,	3/5	42.19
Dairy & Dressed Poultry Line,	Refrigerator,	3/4	.78
Dairy Shippers' Dispatch,	Refrigerator,	3/4	117.11
Dold Packing Co., J.,	Refrigerator,	3/4	169.14
Doud Stock Car Co.,	Stock,	3/5	55.84
Fairmont Coal Co., Series A.,	Coal,	3/5	32.78
Fairmont Coal Co., Series B.,	Coal,	3/5	4.19
Franklin Tank Line,	Tank,	3/4	34.17
Freedom Oil Works,	Tank,	3/4	1.58
Freeman Bros. Ref. Line,	Refrigerator,	3/4	4.35
German-American Car Co.,	Refrigerator,	3/4	35.42
Guffey, J. M. Pet. Co.,	Tank,	3/4	48.77
Hald, J. H. & Co.,	Tank,	3/4	152.54
Heinz, H. J. Co.,	Box & Tank,	3/5 3/4	5.38
Holston Ext. Co.,	Tank,	3/4	8.27
Horlick's Food Co. Car L.,	Box,	3/5	24.80
H. E. L. Co.,		3/5	.63

Car Mileage.—Continued.

CARS USED.		Compensation.	
Name of Owner.	Description.	Rate.	Amount.
Ind. Abattoir Co.,	Refrigerator,	3/4	\$133.36
Irish Brothers,	Coal,	3/5	97.40
Iroquois Iron Works, . . . . .	.....	3/5	.45
Johnson's Auto. Ref. Line,	Refrigerator,	3/4	11.97
Jones, J. M., & Son,	Flat,	3/5	2.40
Kingan Refrig. Line,	Refrigerator,	3/4	181.27
Kistler, Lesh, & Co.,	?	3/4	2.18
Libby, McNeil & Libby,	Refrigerator,	3/4	19.72
Live Poultry Transp. Co.,	Stock,	3/5	5.45
Louisville Packing Co.,	Refrigerator,	3/4	1.40
Mather Horse & Stock Car Co.,	Stock,	3/5	192.05
Merchants' Desp. Transp. Co.,	Box & Refr.,	3/5 3/4	4,799.04
Merrimac Chemical Co.,	Tank,	3/4	11.51
McCaw Mfg. Co., . . . . .	.....	3/4	98.08
Mil. Ref. Trans. Co.,	Refrigerator,	3/4	676.93
Miss. Riv. Desp. T. Co.,	Refrigerator,	3/4	866.23
Morrell Refrig. Line,	Refrigerator,	3/4	318.00
Morris & Co.,	Box & Refr.,	3/4	3,630.91
Morrisdale Coal Co.,	Coal,	3/5	60.94
Morton Gregson Car Line,	Tank & Refr.,	3/4	9.36
Moshannon Coal Mining Co.,	Coal,	3/5	2.34
M. C. R. L., . . . . .	.....	3/4	.52
Narragansett Brewing Co.,	Refrigerator,		406.45
National Car Line Co.,	Box & Refr.,	3/4	5,515.00
National Dispatch Line,	Box,	3/5	1,975.54
N. England Gas & Coke Co.,	Flats,	3/5	409.16
North & South Rolling Stk. Co.,	Box, Stk & Rf.	3/5 3/4	60.73
Oliver Ref'g. Co.,	Tank,	3/4	35.89
Overland Refrigerator Ex.,	Refrigerator,	3/4	5.97
Pacific Stock Express,	Stock,	3/5	92.76
Penn. Gas & Coal Co.,	Coal,	3/5	1,053.06
Penn. Paraffine Works,	Tank,	3/4	4.05
Piper, W. H. & Co.,	Coal,	3/5	7.28
Pittsburg & Buffalo Co.,	Coal,	3/5	.92
Pittsburg Plate Glass Co.,	Flat,	3/5	13.68
Proctor, Gamble Co.,	Tank,	3/4	33.69
Produce Shippers Desp.,	Refrigerator,	3/4	127.07
Provision Dealers' Desp.,	Refrigerator,	3/4	350.13
Puritan Coal Mining Co.,	Coal,	3/5	21.84
Rogers Ballast Car Co.,	Ballast,	3/5	4.38
Santa Fe Refrig. Desp. Co.,	Refrigerator,	3/4	1,097.84
Shippers' Ref'ing Car Co.,	Refrigerator,	3/4	613.25
South Eastern Line,	Box & Coal,	3/5	5.85
Southern Disp. Lumber Line,	Bx., Flt., Rf.,	3/5	10.08
Southern Cotton Oil Co.,	Tank,	3/4	65.49
Spencer, Kellogg Co., . . . . .	.....	3/4	32.47
Special Freight Desp., . . . . .	.....	3/4	5.64
Speares Tank Line,	Tank,	3/4	73.71
Springfield Brewing Co.,	Refrigerator,	3/4	139.19
Squire's Car Co.,	Stock,	3/5	80.09
Street's West. Stable Car I.,	Stock,	3/5	242.10
St. Louis Refr. Car Co., An-Busch series,	Refrigerator,	3/4	462.60
St. Louis Refrig. Car Co., Lemp series,	Refrigerator,	3/4	13.53
Swift's Live Stock Express,	Stock,	3/5	1,119.95
Swift's Refrigerator Line,	Box & Refr.	3/5 3/4	10,438.91

Car Mileage.—Continued.

CARS USED.		Compensation.	
Name of Owner.	Description.	Rate.	Amount.
Tellico Ext. Co.,	Tank,	3/4	\$5.72
Tide-water Oil Co.,	Tank,	3/4	97.46
Titusville Oil Works,	Tank,	3/4	.08
T. A. T. W. Co.,	Box,	3/5	2.20
Union Ref. Trans. Co. of Wis.,	Refrigerator,	3/4	293.57
Union Tank Line,	Tank,	3/4	4,164.58
U. S. Navy Car No. 1, Ports., N. H.,	Flat,	3/5	.95
United Refining Co.,	Tank,	3/4	1.16
Venice Transp. Co.,	Flat,	3/5	8.95
Village Farm,	Stock,	3/5	1.94
Wason Mfg. Co.,	Flat,	3/5	4.68
Western Live Stock Express,	Stock,	3/5	243.64
Westinghouse Elec. & Mfg. Co.,	Flat,	3/5	6.80
Westmoreland Coal Co.,	Coal,	3/5	7,880.17
Webster Coal & Coke Co.,	Coal,	3/5	1,633.55
Wicks, H. K., . . . . .	.....	3/5	.52
Wayne Iron Co.,	Charcoal,	3/5	2.95
Craig Oil Works,	Tank,	3/4	1.88
York Chemical Works,	Tank,	3/4	2.86

Taxes and Assessments of all Kinds.

a. For reporting Company's owned and proprietary lines:

State or Territory.	AD VALOREM TAX.		Specific Tax on Gross or Net Earnings, Revenue, or Dividends.	On Property Owned, not used in operation, and Miscellaneous.	Internal Revenue U. S. Government.	Total.
	On the Value of Real and Personal Property.	On the Value of Stocks or Bonds; or on Valuation based on Earnings, Dividends, or other Results of Operation.				
Massachusetts,	\$512,237.72	\$473,801.28	.....	\$36,650.75	.....	\$1,022,689.75
Connecticut,	83,392.51	1,197,743.99	.....	10,079.83	.....	1,246,216.32
Rhode Island,	217,950.28	.....	.....	1,037.86	.....	218,988.14
New York,	159,325.91	.....	\$11,417.55	.....	.....	170,743.46
Illinois,	12.79	.....	.....	.....	.....	12.79
All States, . . . . .	.....	.....	.....	.....	\$973.49	973.49
Total,	\$927,919.21	\$1,671,545.27	\$11,417.55	\$47,768.49	\$973.49	\$2,659,623.95

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, C. S. Mellen, President, and A. S. May, Treasurer, of the New York, New Haven & Hartford Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

C. S. MELLEN,
President.

A. S. MAY,
Treasurer.

Subscribed and sworn to before me this 22d day of September, 1905.

ARTHUR W. BOWMAN,
Notary Public.

NORWICH & WORCESTER RAILROAD CO.

History.

Name of common carrier making this report: **Norwich & Worcester Railroad Company.**

Date of organization: **June 22, 1836.**

Under laws of what Government, State, or Territory organized: **Massachusetts and Connecticut.**

What carrier operates the road of this company: **The New York, New Haven & Hartford Railroad Company.**

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
EDWARD L. DAVIS,	Worcester, Mass.	January 10, 1906.
THOMAS B. EATON,	" "	" "
FRANCIS H. DEWEY,	" "	" "
A. GEORGE BULLOCK,	" "	" "
CHARLES P. COGSWELL,	Norwich, Conn.	" "
STEPHEN SALISBURY,	Worcester, Mass.	" "
ALFRED D. FOSTER,	Milton, "	" "

Total number of stockholders at date of last election: **951.**

Date of last meeting of stockholders for election of directors: **January 11, 1905.**

Post-office address of general office: **New Haven, Conn.**

Name and address of officer to whom correspondence regarding this report should be addressed: **M. M. Whittemore, Treasurer, New Haven, Conn.**

Officers.

Title.	Name.	Location of Office.
President,	A. GEORGE BULLOCK,	Worcester, Mass.
Secretary,	M. M. WHITTEMORE,	New Haven, Conn.
Treasurer,	M. M. WHITTEMORE,	" "

Property Operated.

Name of all coal, bridge, canal, or other properties, the earnings and expenses of which affect the General Balance Sheet (pages 291-292):

Name.	Character of Business.	Title.
Norwich & New York Transportation Company.	Steamboat Transportation.	This Company disposed of all its property to The New England Navigation Company as of Jan. 1st, 1905, and ceased to exist July, 1905.

Property Leased, or Otherwise Assigned for Operation.

Name of railroad, the income of which from lease, or from other assignment for operation, is included in the income account (p. 290) :

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From—	To—			
Norwich & Worcester.	Groton, Conn.	Worc'st'r, Ms.	N. Y., N. H. & H. R. R. Co.	100 yrs. lease.	71.60

Property Leased, or Otherwise Controlled for Operation.

This Company leased its road to the Boston, Hartford & Erie R. R. Company, for one hundred years from February 9, 1869. The lessee pays 8% dividends on this company's preferred stock and interest on its debt and operates the road.

Amendment to above lease, and lease itself, assumed by the New York, New Haven & Hartford Railroad Company, July 1, 1898.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	66	\$100.00	\$6,600.00	\$6,600.00	.....	.....
Preferred,	38,250	100.00	3,825,000.00	3,000,000.00	8 p. ct.	\$240,000.00
Total,	38,316	...	\$3,881,600.00	\$3,006,600.00	....	\$240,000.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash : Common,	66	*\$6,600.00
Issued for Construction : Preferred,	28,711	3,169,892.83
Issued for Stock, The Nor. and N. Y. Trans. Co., Preferred,	1,289	225,575.00
Total,	30,066	†\$3,402,067.83

* No dividends declared on this.

† To be converted into preferred stock whenever presented.

Funded Debt.

Mortgage bonds, miscellaneous obligations, and income bonds.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash realized on Amount Issued.
	Date of Issue.	When Due.				
Deb. Bonds,	Mar. 1 1897	Mar. 1 1927	\$2,000,000.00	\$1,200,000.00	\$1,200,000.00	\$1,280,628.00

INTEREST.

Rate.	When Payable.	Amount Accrued during year.	Amount Paid during Year.
4 per cent.	September 1st and March 1st.	\$48,000.00	\$48,000.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bonds (p. 289).	\$1,200,000.00	\$1,200,000.00	\$48,000.00	\$48,000.00

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1905.	
Cash,	\$87,722.95	Auditor's Vouchers and Accounts,	\$208.00
Due from Solvent Companies and Individuals, . .	16,000.00	Dividends not called for,	3,028.00
Other Cash Assets (excluding "materials and supplies,")*	180.00	Matured Interest Coupons unpaid,	180.00
		Rents due July 1,	60,852.00
		Total Current Liabilities,	\$68,758.00
Total Cash and Current Assets,	\$108,902.95	Balance — Cash Assets,	40,144.95
		Total,	\$108,902.95

* Materials and supplies on hand, \$450,869.65.

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital Stk. (p. 288),	\$3,006,600.00	\$3,006,600.00	.....	71.60	\$41,991
Bonds (p. 289), .	1,200,000.00	920,000.00	\$280,000.00	71.60	12,849
Total,	\$4,206,600.00	\$3,926,600.00	\$280,000.00	.....	\$54,840

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1904.	Total Cost to June 30, 1905.	Cost per Mile.
Total Construction,	\$3,983,816.51	\$3,983,816.51	\$55,639.90
Total Equipment,	179,750.67	179,750.67	2,510.48
Grand Total Cost Construction, Equipment, etc.,	\$4,163,567.18	\$4,163,567.18	\$58,150.38

Does the absence of any entry under the heading "Included in Operating Expenses" (page 290), mean that no expenditures for permanent improvements or betterments have been charged to Operating Expense Accounts? Yes.

Income Account.

Income from lease of road,	\$290,099.45	
Miscellaneous Income (p. 291),	746.30	
Income from other sources,		746.30
Total Income,		\$290,845.75
Deductions from Income:		
Salaries and Maintenance of Organization, . .	\$2,801.41	
Interest on Funded Debt accrued (p. 289) . .	48,000.00	
Total Deductions from Income,		50,801.41
Net Income,		\$240,044.34
Dividends, 8 per cent., Preferred Stock (p. 288),		\$240,000.00
Surplus from Operations of Year ending June 30, 1905,		44.34
Surplus on June 30, 1904 [from "General Balance Sheet," 1904 Report],		1,232,376.52

Income Account.—Continued.

Deductions for Year,	\$122,332.00
Surplus on June 30, 1905 [for entry on "General Balance Sheet"],	\$1,110,088.86
Deductions for the year explained as follows:	
Stock of the Nor. & New York Trans. Co. sold to The New England Navigation Co.	
Par value,	\$500,000.00
Sold for,	390,000.00
	\$110,000.00
Book account against Nor. & New York Trans. Co. charged off,	\$12,332.00
	\$122,332.00

Bonds Owned.

Name.	Total Par Value.	Rate.	Valuation.
The New England Navigation Company,	\$675,000.00	4 per Cent.	\$675,000.00

Miscellaneous Income.

Item.	Net Miscellaneous Income.
Interest from deposits,	\$746.80

Comparative General Balance Sheet.

Item.	Total, June 30, 1904.	Assets.	Item.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$3,983,816.51		Cost of Road, (p. 290).	\$3,983,816.51			
179,750.67		Cost of Equipment (p. 290).	179,750.67			
500,000.00		Stks. Owned.				\$500,000.00
		Bonds Owned (p. 291).	675,000.00		\$675,000.00	
3,107.08	\$4,666,674.26	Lands Owned	3,107.08	\$4,841,674.26		
		Cash and Current Assets (p. 292).		103,902.95		\$397,377.66
	401,280.61	Materials and Supplies.		450,869.65		
	450,869.65					
	\$5,518,824.52	Grand Total..		\$5,896,446.86		\$122,377.66

Comparative General Balance Sheet. — Continued.

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	YEAR ENDING JUNE 30, 1905.	
			Increase.	Decrease.
\$3,006,600.00	Capital Stock (p. 288), . . .	\$3,006,600.00	.....	.....
1,200,000.00	Funded Debt (p. 289), . . .	1,200,000.00	.....	.....
63,848.00	Current Liabilities (p. 289), . . .	63,758.00	.....	\$90.00
16,000.00	Accrued Interest on Funded Debt not yet payable, . . .	16,000.00	.....	.....
1,232,376.52	Profit and Loss (p. 291), . . .	1,110,088.86	.....	122,287.66
\$5,518,824.52	Grand Total, . . .	\$5,396,446.86	.....	122,377.66

Important Changes During the Year.

None.

Contracts, Agreements, etc.

None. Lessee makes all contracts.

Security for Funded Debt.

Debenture Bonds. Road not mortgaged.

Employees and Salaries.

Reported by N. Y., N. H. & H. R. R. Co.

Description of Equipment.

None. Included in report of N. Y., N. H. & H. R. R. Co.

Mileage.

Mileage of line owned, by States and Territories (single track) :

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Groton to State Line in Conn., . .	53.14	.63	53.77	....
State Line to Worcester in Mass., .	17.88	..	17.83	....
Total Mileage owned, . . .	70.97	.63	71.60	71.60

Characteristics of Road.

Included in report of N. Y., N. H. & H. R. R. Co.

BRIDGES, TRETTLES, TUNNELS, ETC.

Included in report of N. Y., N. H. & H. R. R. Co.

Gauge of track, 4 feet 8½ inches; 71.60 miles.

Telegraph.

Reported by N. Y., N. H. & H. R. R. Co.

Oath.

COMMONWEALTH OF MASSACHUSETTS, } ss.
COUNTY OF WORCESTER,

We, the undersigned, A. G. Bullock, President, and M. M. Whittemore, Treasurer, of the Norwich & Worcester Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief, and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts, and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

A. G. BULLOCK,
President.

M. M. WHITTEMORE,
Treasurer.

Subscribed and sworn to before me, this 28th day of August, 1905.

EDWARD J. SARTELLE,
Justice of the Peace.

RIDGEFIELD & NEW YORK RAILROAD COMPANY.

History.

Name of common carrier making this report: Ridgefield and New York Railroad Company.

Date of organization: June 1, 1869.

Under laws of what Government, State, or Territory organized: Connecticut and New York. Chartered by the Legislature of Connecticut, June, 1, 1867. Amendments to charter in Connecticut July 5, 1870; July 6, 1870; July 1, 1876; February 24, 1880; April 2, 1884; February 19, 1886; July 1, 1889; April 4, 1895; June 6, 1899, and April 29, 1903. Chartered by Legislature of New York May 6, 1872, Chap. 533, and April 12, 1873, Chap. 207.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
R. JAY WALSH,	Greenwich, Conn.,	June 5, 1906.
JAMES HEMINGWAY,	New Haven, "	" "
AUGUSTUS F. MAY,	" "	" "
JOHN G. PARKER,	" "	" "
H. M. KOCHERSPERGER,	" "	" "
EDWARD G. BUCKLAND,	" "	" "
HIRAM K. SCOTT,	Ridgefield, "	" "
RICHARD W. OSBORN,	" "	" "
HIRAM K. SCOTT, JR.,	" "	" "

Total number of stockholders at date of last election: 99.

Total number of stockholders in Connecticut: 45.

Date of last meeting of stockholders for election of directors: June 6, 1905.

Post-office address of general office: Ridgefield, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: Hiram K. Scott, Secretary and Treasurer, Ridgefield, Conn.

Officers.

Title.	Name.	Location of Office.
Chairman of the Board,	R. JAY WALSH,	Greenwich, Conn.
President,	R. JAY WALSH,	Greenwich, Conn.
First Vice-President,	H. M. KOCHERSPERGER,	New Haven, Conn.
Secretary,	HIRAM K. SCOTT,	Ridgefield, Conn.
Treasurer,	HIRAM K. SCOTT,	Ridgefield, Conn.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . . .	25,000	\$50.00	\$1,250,000.00	\$261,800.00

Manner of Payment of Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash: Common,	4,808	\$215,400.00
Issued for stock of delinquent subscribers sold at auction,	928	14,800.00
Total,	5,286	\$229,700.00

Recapitulation.

For mileage owned by road making this report.

Account.	Total Amount Outstanding.	AMOUNT PER MILE OF LINE.	
		Miles.	Amount.
Capital Stock (p. 295),	\$261,800.00	80.45	\$8,597.69

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during Year (not included in Operating Expenses), Charged to Construction or Equipment.	Total Cost to June 30, 1904.	Total Cost to June 30, 1905.	Cost Per Mile.
Construction:				
Engineering,		\$15,097.97	\$15,097.97	\$495.83
Right of Way and Station Grounds,		15,980.50	15,980.50	524.81
Grading,		154,767.04	154,767.04	5,082.66
General Expenses,	\$2,950.00	45,014.65	47,964.65	1,575.19
Total Construction,	\$2,950.00	\$280,860.16	\$233,810.16	\$7,678.48

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Item.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.
\$380,860.16 80,939.84	Cost of Road (p. 295), Profit and Loss,	\$2,950.00	\$388,810.16 80,939.84	\$2,950.00
\$261,800.00	Grand Total,		\$264,750.00	\$2,950.00

June 30, 1904.	Liabilities.	June 30, 1905.
\$261,800.00	Capital Stock (p. 295), Profit and Loss,	\$261,800.00 2,950.00
.....	.....	\$264,750.00

Oath.

STATE OF CONNECTICUT, }
COUNTY OF FAIRFIELD, } ss. GREENWICH.

We, the undersigned, R. Jay Walsh, President, and Hiram K. Scott, Treasurer, of the Ridgefield and New York Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief, and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

R. JAY WALSH,
President.

HIRAM K. SCOTT,
Treasurer.

Subscribed and sworn to before me this 12th day of September, 1905.

WILBUR S. WRIGHT,
Notary Public.

ROCKVILLE RAILROAD COMPANY.

History.

Name of common carrier making this report: Rockville Railroad Company.

Date of organization: November 1, 1862.

Under laws of what Government, State, or Territory organized: State of Connecticut, May, 1857. Amended 1867, dropping the word Branch.

What carrier operates the road of this company: The New York, New Haven and Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
* JOHN M. HALL,	New Haven, Conn.,	1st Monday in Nov. 1905.
FRANK W. CHENEY,	So. Manchester, Conn.,	" "
D. NEWTON BARNEY,	Hartford, Conn.,	" "
CHARLES S. MELLEN,	New Haven, Conn.,	" "
GEORGE J. BRUSH, *	New Haven, Conn.,	" "

* Died January 27, 1905.

Total number of stockholders at date of last election: 6.

Date of last meeting of stockholders for election of directors: November 7, 1904.

Post-office address of general office: New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: A. S. May, Treasurer, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	CHARLES S. MELLEN,	New Haven, Conn.
Secretary,	JOHN G. PARKER,	" "
Treasurer,	A. S. MAY,	" "

Property Leased, or Otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 299):

Name.	TERMINALS.		By What Company Operated.	Under what Kind of Contract Operated.	Miles of Line.
	From—	To—			
Rockville Railroad,	Rockville	Vernon.	New York, New Haven & Hartford R. R. Co.	Lease.	4.43

Property Leased, or Otherwise Controlled for Operation.

The New York, New Haven and Hartford Railroad Company owns all stock in this Company.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . .	1,200	\$100.00	\$120,000.00	\$68,750.00
Preferred, . .	400	100.00	40,000.00	40,000.00
Total, . .	1,600	.....	\$160,000.00	\$108,750.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash: { Common,	687½	\$68,750.00
{ Preferred,	400	40,000.00
Total,	1,087½	\$108,750.00

Funded Debt.

None.

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1905.
Cash, \$2,643.12	Balance—Cash Assets, . . \$2,643.12

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 298),	\$108,750.00	\$108,750.00	4.43	.....

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1904.	Total Cost to June 30, 1905.	Cost per Mile.
Total Construction, . . .	\$144,247.66	\$144,247.66	\$32,561.55
Total Equipment, . . .	25,857.99	25,857.99	5,837.02
Grand Total Cost Construc- tion, Equipment, etc.,	\$170,105.65	\$170,105.65	\$38,398.57

Income Account.

Surplus on June 30, 1904 [from "General Balance Sheet," 1904 Report],	\$63,748.77
Surplus on June 30, 1905 [for entry on "General Balance Sheet," p. 299],	\$63,748.77

Stocks Owned.

None.

Bonds Owned.

None.

Miscellaneous Income.

None.

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.
\$144,247.66	Cost of Road (p. 299),	\$144,247.66
25,857.99	Cost of Equipment (p. 299),	25,857.99
2,643.12	Cash and Current Assets (p. 298),	2,643.12
\$172,748.77	Grand Total,	\$172,748.77

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.
\$108,750.00	Capital Stock (p. 298),	\$108,750.00
250.00	Suspense Account,	250.00
63,748.77	Profit and Loss,	63,748.77
\$172,748.77	Grand Total,	\$172,748.77

Important Changes During the Year.

None.

Contracts, Agreements, etc.

None.

Security for Funded Debt.

None.

Employees and Salaries.

None.

Freight Traffic Movement.

Included in report of Lessee.

Description of Equipment.

Included in report of Lessee.

Mileage.

Mileage of line owned by States and Territories (single track) :

State or Territory.	Line Represented by Capital Stock. Main Line.	Total Mileage Owned.	Steel Rails.
Connecticut,	4.43	4.43	4.43

Renewals of Rails and Ties.

None.

Accidents to Persons.

None.

Characteristics of Road.**BRIDGES, TRESTLES, TUNNELS, ETC.**

None.

Gauge of track, 4 feet 8½ inches; 4.43 miles.

Telegraph.

Included in report of Lessee.

Owned by another company, but located on property of road making this report: Western Union Telegraph Company.

Car Mileage.

None.

Oath.

STATE OF CONNECTICUT, } ss:
COUNTY OF NEW HAVEN, }

We, the undersigned, Charles S. Mellen, President, and A. S. May, Treasurer, of the Rockville Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief, and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

C. S. MELLEN,

President,

A. S. MAY,

Treasurer.

Subscribed and sworn to before me this 22d day of September, 1905.

ARTHUR W. BOWMAN,

Notary Public.

SOUTH MANCHESTER RAILROAD CO.

History.

Name of common carrier making this report: **South Manchester Railroad Company.**

Date of organization: **May session, 1866.**

Under laws of what Government, State, or Territory organized: **State of Connecticut.**

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
F. W. CHENEY,	South Manchester, Conn.,	Until successor is appointed.
R. O. CHENEY,	" " "	" "
HARRY G. CHENEY,	" " "	" "
FRANK CHENEY, JR.,	" " "	" "
CHARLES S. CHENEY,	" " "	" "

Total number of stockholders at date of last election: **9.**

Date of last meeting of stockholders for election of directors: **January 31, 1898.**

Post-office address of general office: **South Manchester, Conn.**

Post-office address of operating office: **South Manchester, Conn.**

Name and address of officer to whom correspondence regarding this report should be addressed: **Richard O. Cheney, Secretary and General Manager, South Manchester, Conn.**

Officers.

President,	F. W. CHENEY,	So. Manchester, Conn.
Secretary,	RICHARD O. CHENEY,	" "
Treasurer,	CHARLES S. CHENEY,	" "
Attorney, or Gen. Counsel,	OLIN R. WOOD,	Manchester, "
General Manager,	RICHARD O. CHENEY,	So. Manchester, Conn.
Chief Engineer,	GEORGE S. REED,	" "
General Freight Agent,	CHARLES S. CHENEY,	" "

Property Operated.

Name of every railroad the operations of which are included in the Income Account (p. 805) :

Name.	TERMINALS.		Miles of Line for each Road Named.
	From —	To —	
So. Manchester Railroad Co.	South Manchester	Manchester.	2.25

Property Leased, or Otherwise Assigned for Operation.

None.

Property Leased, or Otherwise Controlled for Operation.

None.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common,	400	\$100.00	\$40,000.00	\$40,000.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash: Common,	400	\$40,000.00

Funded Debt.

None.

Recapitulation of Funded Debt.

None.

Receiver's Certificates.

None.

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1905.
Cash and Current Assets, . \$25,016.35	Loans and bills payable, . \$25,016.35

Materials and supplies on hand, \$3,163.38.

Recapitulation.

a. For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 808), .	\$40,000.00	\$40,000.00	2.25	\$17,777.77

b. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the Income Account:

Name of Road.	Capital Stock.	AMOUNT PER MILE OF LINE.	
		Miles.	Amount.
South Manchester Railroad Co., .	\$40,000.00	2.25	\$17,777.77

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during Year, Included in Operating Expenses.	Total Cost to June 30, 1904.	Total Cost to June 30, 1905.	Cost Per Mile.
Shop, Machinery, and Tools,	\$30.60	\$851.05	\$881.65	.....
Total Construction, . .	\$30.60	\$90,869.54	\$91,227.21	\$40,545.42
Total Equipment, . . . .	.....	32,294.85	32,294.85	14,353.27
Grand Total Cost Construction, Equipment, etc., .	\$30.60	\$121,819.88	\$123,522.06	\$54,898.69

Does the absence of any entry under the heading "Included in Operating Expenses" (p. 304) mean that no expenditures for permanent improvements or betterments have been charged to Operating Expense Account? Yes.

Do the amounts entered under the heading "Included in Operating Expenses" (p. 304) cover all expenditures for permanent improvements or betterments charged to Operating Expense Account? Yes.

Income Account.

Gross earnings from operations (p. 305), . . .	\$16,432.82
Less Operating Expenses (p. 306), . . .	16,790.41
Deficit,	\$357.59
Deductions from Income:	
Taxes,	409.33
Deficit,	766.92
Dividends, none.	
Deficit from Operations of year ending June 30, 1905,	766.92
Surplus on June 30, 1904 (from "General Balance Sheet," 1904 Report),	62,436.01
Deductions for year,	766.92
Surplus on June 30, 1905 (for entry on "General Balance Sheet," p. 307),	61,669.09

Earnings from Operation.

Item.	Actual Earnings.
Passenger:	
Total Passenger Revenue,	\$4,372.64
Express,	86 25
Extra Baggage and Storage,	1.45
Total Passenger Earnings,	\$4,460.34
Freight:	
Total Freight Revenue,	\$11,972.48
Total Freight Earnings,	\$11,972.48
Total Passenger and Freight Earnings,	\$16,432.82
Total Gross Earnings from Operation — Entire Line, . . .	\$16,432.82

Stocks Owned.

None.

Bonds Owned.

None.

Rentals Received.

None.

Miscellaneous Income.

None.

Operating Expenses.

Item.	Amount.
Maintenance of Way and Structures :	
Repairs of Roadway,	\$3,428.81
Renewals of Rails,	1,530.00
Renewals of Ties,	627 06
Repairs and Renewals of Bridges and Culverts,	162.27
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards,	164.29
Repairs and Renewals of Buildings and Fixtures,	58.95
Other Expenses — Heating Roundhouse and Cars,	95.40
Total,	\$6,064.78
Maintenance and Equipment:	
Repairs and Renewals of Locomotives,	618.16
Repairs and Renewals of Passenger Cars,	56.79
Repairs and Renewals of Shop Machinery and Tools,	15.37
Total,	\$690.32
Conducting Transportation :	
Engine and Roundhouse Men,	2,973.50
Fuel for Locomotives,	1,665 65
Other Supplies for Locomotives,	317 62
Train Service,	2,908.50
Switchmen, Flagmen, and Watchmen,	1,017 00
Station Service,	800.00
Station Supplies, and Heating Passenger Station,	26.16
Stationery and Printing,	134.69
Other Expenses,	50.50
Total,	\$9,898.62
General Expenses:	
Insurance,	17.23
Other Expenses,	119.41
Total,	\$136.69
Recapitulation of Expenses :	
Maintenance of Way and Structures,	6,064.78
Maintenance of Equipment,	690 32
Conducting Transportation,	9,898.62
General Expenses,	136.69
Grand Total,	\$16,790.41
Operating Expenses — State of Connecticut :	
Maintenance of Way and Structures,	6,064.78
Maintenance of Equipment,	690.32
Conducting Transportation,	9,898.62
General Expenses,	136.69
Total,	\$16,790.41
Percentage of Expenses to Earnings — Entire Line,	1.02

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.
\$90,869.54	Cost of Road (p. 304),	\$91,227.21	\$357.67
32,294.85	Cost of Equipment (p. 304), . .	32,294.85	.....
2,886.62	Materials and Supplies,	8,168.38	276.76
\$126,051.01	Grand Total,	\$126,685.44	\$634.48

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$40,000.00	Capital Stock (p. 303),	\$40,000.00	.....	.....
23,615.00	Current Liabilities (p. 303), . .	25,016.85	\$1,401.85	.....
62,436.01	Profit and Loss,	61,669.09	.....	\$766.92
\$126,051.01	Grand Total,	\$126,685.44	.....	\$766.92

Important Changes During the Year.

None.

Contracts, Agreements, etc.

None.

Security for Funded Debt.

None.

Employees and Salaries.

Class.	No.	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Com- pensation.
Station agent and conductor, . .	1	313	\$1,500.00	.....
Other station men,	2	626	800.00	\$1.28
Enginemen,	2	626	1,878.00	3.00
Firemen,	2	626	1,095.50	1.75
Other trainmen,	2	626	1,408.50	2.25
Section foremen,	1	313	900.00	2.87
Other trackmen,	6	1,878	3,021.80	1.60
Switch tenders, crossing tenders, and watchmen,	3	678	1,017.00	1.50
Total, excluding general officers, Distribution of above:	18	.....	\$11,620.80	.....
Maintenance of way and struc- tures,	7	.....	3,921.80	.....
Conducting transportation, . .	11	.....	7,699.00	.....
Total excluding general officers,	18	.....	\$11,620.80	.....

Traffic and Mileage Statistics.

Item.	No. Passengers, Tonnage, Car Mileage, No. Cars, etc.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	99,836.00			
No. of passengers carried one mile,	224,631.00			
No. of passengers carried 1 mile per mile of r'd,	99,836.00			
Average distance carried, miles,	2.25			
Total passenger revenue (p. 305),		4,872	64	
Average amt received from each passenger,			04	3.79
Average receipts per passenger per mile,			01	9.46
Total passenger earnings (p. 305),		4,460	34	
Passenger earnings per mile of road,		1,982	37	8.8
Passenger earnings per train mile,			29	6.26
Freight Traffic:				
No. of tons carried of freight earning revenue, (p. 308),	47,756.00			
No. of tons carried one mile,	107,451.00			
No. of tons carried one mile per mile of road,	47,756.00			
Average distance haul of one ton, miles,	2.25			
Total freight revenue (p. 305),		11,972	48	
Average amt received for each ton of freight,			25	0.70
Average receipts per ton per mile,			11	1.42
Total freight earnings (p. 305),		11,972	48	
Freight earnings per mile of road,		5,821	10	2.22
Freight earnings per train mile,		4	18	5.97
Total Traffic:				
Gross earnings from operation (p. 305),		16,432	82	
Gross earnings from operation per mile of r'd,		7,302	47	5.55
Gross earnings from operation per train mile,			97	9.97
Operating expenses (p. 306),		16,790	41	
Operating expenses per mile of road,		7,406	24	0.1
Operating expenses per train mile,			98	9.12
Income from operation (p. 305),		*357	59	
Income from operation per mile of road,		*158	92	8.0
Car Mileage, etc.:				
Mileage of passenger cars,	17,230.00			
Average No. of passenger cars per train mile,	1.14			
Average No. of passengers per train mile,	15.			
Mileage of loaded freight cars, No. or East,	2,300.00			
Mileage of loaded freight cars, So. or West,	8,165.00			
Mileage of empty freight cars, No. or East,	5,742.00			
Average No. of freight cars per train mile,	5.59			
Average No. of loaded cars per train mile,	3.61			
Average No. of empty cars per train mile,	1.98			
Average No. of tons of freight per train mile,	37.12			
Average No. of tons of freight per loaded car mile,	10.27			
Average mileage operated during year,	2.25			
Train Mileage:				
Mileage of revenue passenger trains,	14,080			
Mileage of revenue mixed trains,	975			
Mileage of revenue freight trains,	1,920			
Total revenue train mileage,	16,975			

Freight Traffic Movement.

Commodity.	Freight Originating on this Road.	Freight Re- ceived from Connecting Roads and other Carriers.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture:				
Grain,		431	431	.90
Flour,		180	180	.89
Other Mill Products,		1,009	1,009	2.09
Hay,		259	259	.55
Products of Mines:				
Anthracite Coal,		11,488	11,488	24.05
Bituminous Coal,		19,596	19,526	41.08
Stone, Sand, and other like articles,		2,848	2,848	4.91
Products of Forests:				
Lumber,		4,018	4,018	8.41
Manufactures:				
Castings and Machinery,		185	135	.28
Cement, Brick, and Lime,		1,448	1,448	3.02
Merchandise,	3,848		3,848	7.00
Miscellaneous:				
Other commodities not mentioned above,		3,521	3,521	7.87
Total Tonnage— Entire Line,	3,848	44,418	47,756	100.00

Description of Equipment.

Item.	Total No. at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
Total Locomotives in Service,	2	2	West. Auto.	2	Tower.
Combination Cars,	4	4	West. Auto.	4	Miller's.

Mileage.**a. Mileage of road operated (all tracks) :**

Line in Use.	Total Mileage Operated.	RAILS.	
		Iron.	Steel.
Miles of single track,	2.25	....	2.25
Miles of yard track and sidings,	3.45	1.08	2.37
Total mileage operated,	5.70	1.08	4.63

b. Miles of line operated, by States and Territories (single track) :

State or Territory.	Line Represented by Capital Stock. Main Line.	Steel Rails.
Connecticut,	2.25	2.25

Renewals of Rails and Ties.**NEW RAILS LAID DURING THE YEAR.**

Kind.	Tons.	Weight Per Yard— Pounds.	Average Price per Ton at Distributing Point.
Steel,	51	60	\$30.00

NEW TIES LAID DURING THE YEAR.

Kind.	Number.	Average Price at Distributing Point.
Chestnut,	1,493	42 cents.

Consumption of Fuel by Locomotives.

Locomotives.	Coal, Tons, Bituminous.	Total Fuel Con- sumed, Tons.	Miles Ran.	Average Pounds Consumed Per Mile.
Passenger and Freight,	288	288	16,975	27
Average Cost at Distrib- uting Point, . . .	\$4.77	.....	.....	.....

Accidents to Persons.

None.

Characteristics of Road.

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate Length.		Minimum Length.		Maximum Length.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges : Iron, . . .	2	38	..	18	..	20	..

OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	Height of Lowest Above Surface of Rail.	
		Feet.	Inches.
Bridges,	1	19	10

Gauge of track, 4 feet 8¾ inches; 2.25 miles.

Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
2.25	6.75	Cheney Brothers.	Cheney Brothers.

Car Mileage.

None.

Taxes and Assessments of all Kinds.

None.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

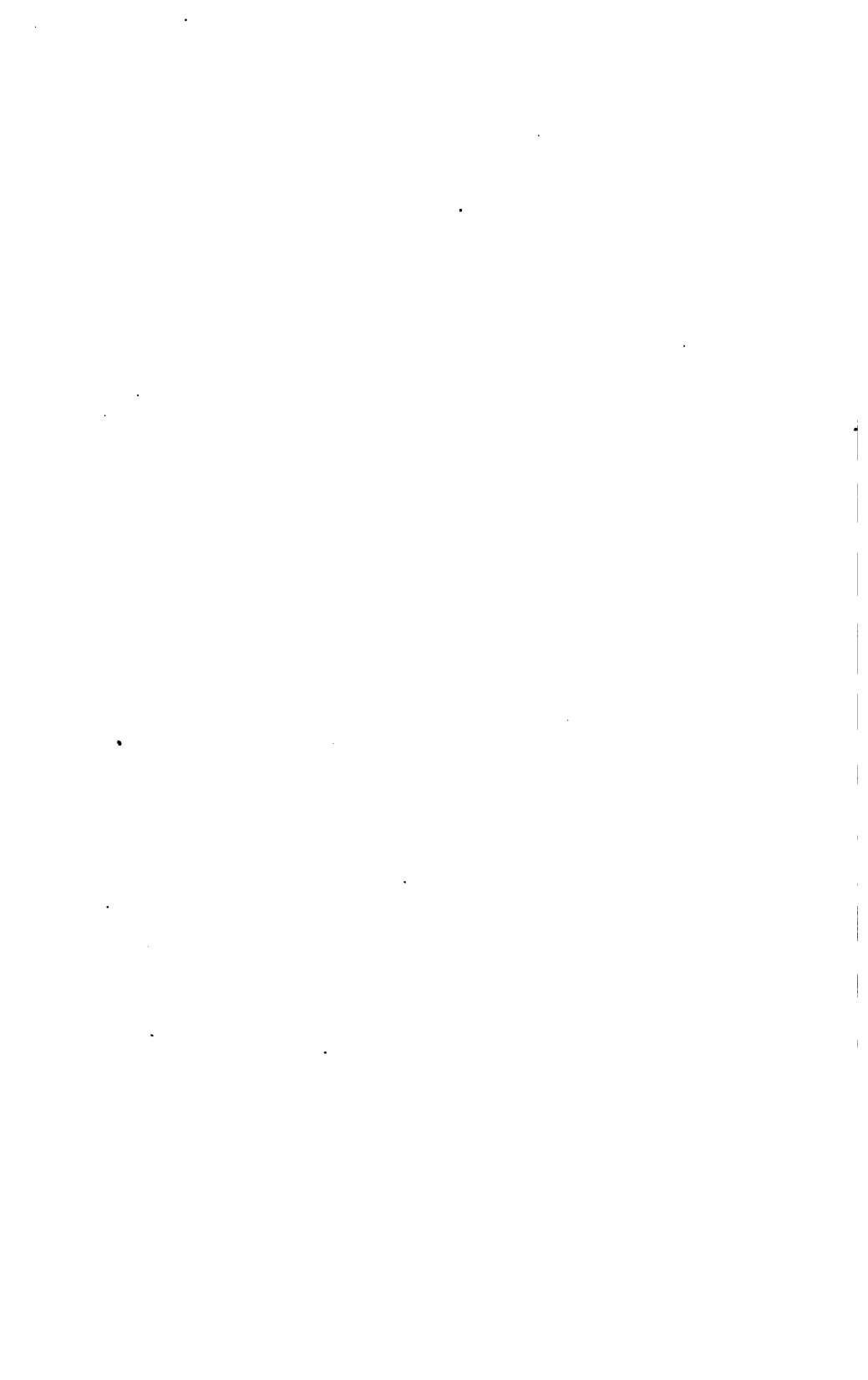
We, the undersigned, Richard O. Cheney, Secretary and General Manager, and Charles S. Cheney, Treasurer, of the South Manchester Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

RICHARD O. CHENEY,
Secretary and General Manager.
CHAS. S. CHENEY,
Treasurer.

Subscribed and sworn to before me this 11th day of August, 1905.

JOHN S. CHENEY,
Notary Public.

STREET RAILWAYS.



BRANFORD LIGHTING & WATER COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1905.

Capital authorized by charter,	\$600,000.00
Capital stock outstanding,	300,000.00
Bonds outstanding,	370,000.00
Floating indebtedness,	2,500.00
Total stock, bonds, and floating debt,	672,500.00
*Capital stock issued per mile of road owned,	38,461.53
*Bonds issued per mile of road owned,	47,435.89
Cost of construction,	391,586.50
Cost of equipment,	1,518.91
Total cost of construction and equipment,	393,105.41
*Cost of construction and equipment per mile of road owned,	50,398.12
Gross earnings from operation,	42,097.80
Operating expenses,	13,192.01
Net earnings,	28,905.79
Income from other sources,	7,592.01
Gross income from all sources,	36,497.80
Per cent. of operating expenses to gross earnings,	31.33
*Gross earnings per mile operated,	5,397.15
*Operating expenses per mile operated,	1,691.28
*Net earnings per mile operated,	3,705.87
Gross earnings per mile run,	.2322
Operating expenses per mile run,	.0727
Net earnings per mile run,	.1595
Taxes paid State,	2,883.89
Interest paid,	17,830.83
Dividend paid,	6,000.00
Total length of main track owned,	7.800
Total length of main track operated,	7.800
Total car mileage,	181,272
Fare passengers carried,	841,956
Fare passengers per mile run (passenger),	4.64
*Fare passengers per mile of main track operated,	107,943
Number of employees,	None
Accidents: Killed,	None
Injured,	None

*Mileage to be used in this computation should not include that of sidings and turnouts.

Description of Lines.

From —	To —	Length of road (first main track).	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
East Haven	Branford.	5.151	2.649	7.800	.918	8.718

Corporate Name and Address of Company.

Branford Lighting and Water Company, New Haven, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized 1895 as Branford Electrical Company. See Special Laws of Conn., 1895, 1897, 1899, 1901, 1903, and 1905.

Officers of the Company.

Name.	Title.	Official Address.
A. E. HAMMER,	President,	Branford, Conn.
W. G. BUSHNELL,	Vice-President,	New Haven, "
A. M. YOUNG,	Secretary,	Branford, "
A. O. SHEPARDSON,	Treasurer,	Waterbury, "
F. G. GOLDING,	Superintendent,	Branford, "

Directors of the Company.

Name.	Residence.
A. E. HAMMER,	Branford, Conn.
W. G. BUSHNELL,	New Haven, "
A. M. YOUNG,	Branford, "
F. F. BREWSTER,	New Haven, "
A. O. SHEPARDSON,	Waterbury, "

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, last Monday in July.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value per Share.	Total Par Value Issued and Outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount
Common, . . .	\$800,000.00	8,000	\$100.00	\$300,000.00	2%	\$6,000.00

Total number of stockholders, 8.

Total number of stockholders in this State, 8.

Amount of stock held in this State, \$300,000.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
First Mortgages, .	Oct. 1, 1897	40	Oct. 1, 1937	\$100,000.00	\$83,000.00
Consol. "	Aug. 1, 1901	50	Aug. 1, 1951	400,000.00	307,000.00
Total, . . . . .	.....	.....	.....	\$500,000.00	\$370,000.00

INTEREST.

Rate.	When Payable.	Accrued during Year.
5 per cent.	April and October.	\$3,150.00
5 per cent.	February and August.	14,433.33
Total, . . . . .	.....	\$17,583.33

Per mile of single track owned, exclusive of sidings and turnouts, 7.8 miles: .

Capital stock outstanding,	\$38,461.53
Funded debt outstanding,	47,435.89
Total,	\$85,897.42

Construction and Equipment.

Account.	Total cost to June 30, 1904.	Additions during Year.	Total Cost to June 30, 1905.
Organization,	\$10,232.40	.....	\$10,232.40
Engineering and superintendence,	11,408.94	\$762.06	12,171.00
Right of way,	25,238.50	415.85	25,654.35
Track and roadway construction,	226,821.40	11,074.81	237,896.21
Electric line construction,	108,708.28	502.83	109,211.11
Real estate used in operation of road,	1,001.00	.....	1,001.00
Buildings and fixtures used in operation of road,	420.93	.....	420.93
Miscellaneous equipment,	1,073.07	.....	1,073.07
Miscellaneous, . . . . .	.....	445.84	445.84
Total,	\$379,904.52	\$13,200.89	\$393,105.41
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, . . . . .	.....	.....	50,398.12

Construction and Equipment, Leased Lines.

None.

Income Account for Year ending June 30, 1905.

Gross earnings from operation (per schedule "A"),	\$42,097.80	
Operating expenses (per schedule "B"),	13,192.01	
Net earnings from operation,		\$28,905.79
Miscellaneous income: Interest on deposits,	\$123.95	
Other income: Light and Water dept.,	7,468.06	7,592.01
Gross income less operating expenses,		\$36,497.80
Deductions from income:		
Taxes: Miscellaneous,	\$2,883.89	
Interest: On funded debt,	\$17,583.33	
On floating debt,	247.50	17,830.83
Net income,		\$15,783.08
Deductions from net income:		
Dividends, 2% on \$300,000 Common Stock,		6,000.00
Surplus for year,		\$9,783.08
Surplus at beginning of year,	\$26,015.52	
Profit or loss adjustments during the year: Credits,	1,936.43	27,951.95
Surplus at close of year,		\$37,735.03

Gross Earnings from Operation.

Car earnings: Passengers,	\$42,097.80
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Operating Expenses.**MAINTENANCE.****Way and structures:**

Maintenance of track and roadway,	\$830.12	
Maintenance of electric line,	94.49	
Total,		\$924.61

TRANSPORTATION.

Total for power and operation of cars,	12,052.56
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GENERAL.

Miscellaneous general expenses,	214.84
Grand total,	\$13,192.01

Detailed Statement of Rentals of Leased Lines.

None.

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$379,904.52	Construction and equipment, per Schedule D, Other permanent investments as follows:	\$398,105.41	\$18,200.89	.....
.....	Stocks and bonds of other companies,	500.00	500.00	.....
98,961.40	Light department,	99,815.45	854.05	.....
184,238.26	Water department,	214,189.68	29,956.87	.....
10,608.67	Current assets as follows:			
11,458.79	Cash,	1,089.15	.....	\$9,514.52
3,094.71	Accounts receivable,	15,448.49	8,984.70	.....
1,186.75	Material and supplies, . . . .	.....	.....	8,094.71
	Office fixtures and tools,	289.86	.....	846.89
\$689,393.10	Total,	\$728,932.99	\$34,539.89	.....

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$300,000.00	Capital Stock common, per Schedule F,	\$300,000.00	.....	.....
350,000.00	Funded Debt, per Schedule F,	870,000.00	\$20,000.00	.....
1,000.00	Real estate mortgages, . . . .	.....	.....	\$1,000.00
.....	Current liabilities as follows:			
5,610.91	Loans and notes payable,	2,500.00	2,500.00	.....
	Accounts payable,	6,514.63	903.72	.....
6,766.67	Accrued Liabilities, as follows:			
26,015.52	Interest on funded debt accrued and not yet due,	7,183.33	416.66	.....
	Surplus per Schedule (page 818),	37,785.08	11,719.51	.....
\$689,393.10	Total,	\$728,932.99	\$34,539.89	.....

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	181,272
Freight, mail, and express car mileage,	None
Total car mileage,	181,272
Fare passengers carried,	841,956
Transfer passengers carried,	None
Total passengers carried,	841,956
Average fare, revenue passengers,	.05
Car earnings, per car mile,	.2322
Operating expenses, per car mile,	.0727
Operating expenses and taxes, per car mile,	.0886
Operating expenses per cent. of gross earnings,	31.33
Operating expenses and taxes per cent. of gross earnings,	38.18
State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold: Pupils tickets in books of 40 sold for \$1.00.	

CROSSINGS, ETC.

Steam railroad crossings under grade,	1
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Description of Road and Equipment.**TRACK.**

	Owued.
Length of road (first main track),	5.151
Length of second main track,	2.649
Total length of main track,	7.800
Length of sidings and turnouts,	.918
Total computed as single track,	8.718

RAILS.

	Weight per Yard.	Steel (Miles of).	Total.
"T"	. 60 and 70	8.718	8.718

Gauge of track, 4 feet 8½ inches.

PAVING.

	Miles.
Macadam,	1.58
Stone ballast,	.81
Total miles,	2.39

List of All Accidents During Year ended June 30, 1905.

Road operated by the Consolidated Company.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

Personally appeared before me, William R. Foote, A. O. Shepardson, Treasurer, and before me, Ellen M. Palmer, Alfred E. Hammer, President, of the Branford Lighting and Water Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending June 30, A. D. 1905, according to the best of their knowledge and belief.

Signed,

A. E. HAMMER,
President.

A. O. SHEPARDSON,
Treasurer.

Sworn and subscribed to before me, this 16th day of October, A. D. 1905, by
A. O. Shepardson.

WILLIAM R. FOOTE,
Notary Public.

Subscribed and sworn to before me, this 26th day of October, A. D. 1905, by
Alfred E. Hammer.

ELLEN M. PALMER,
Notary Public.

BRISTOL & PLAINVILLE TRAMWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1905.

Capital authorized by charter,	\$1,000,000.00
Capital stock outstanding,	150,000.00
Bonds outstanding,	200,000.00
Floating indebtedness,	152,000.00
* Total stock, bonds, and floating debt,	502,000.00
* Capital stock issued per mile of road owned,	12,997.14
* Bonds issued per mile of road owned,	17,329.52
* Cost of construction,	249,549.65
* Cost of equipment,	319,355.24
* Total cost of construction and equipment,	568,904.92
* Cost of construction and equipment per mile of road owned,	49,294.24
Gross earnings from operation,	67,875.90
Operating expenses,	44,965.23
Net earnings,	22,910.67
Income from other sources,	17,911.50
Gross income from all sources,	40,822.17
Per cent. of operating expenses to gross earnings,	66.2
Gross earnings per mile operated,	5,881.28
Operating expenses per mile operated,	3,896.12
Net earnings per mile operated,	1,985.16
Gross earnings per mile run,	.2267
Operating expenses per mile run,	.1502
Net earnings per mile run,	.0765
Gross earnings per car hour,	1.73
Operating expenses per car hour,	1.14
Net earnings per car hour,	.59
Taxes paid State,	3,135.00
Interest paid,	12,375.84
Dividend paid,	9,000.00
Total length of main track owned,	11.54
Total length of main track operated,	11.54
Total car mileage,	299,369
Total car hours,	39,238
Fare passengers carried,	1,374,165
Fare passengers per mile run (passenger),	4.6
Fare passengers per car hour (passenger),	35
* Fare passengers per mile of main track operated,	119,059
Number of employees,	65
Accidents: Killed,	0
Injured,	3

*Includes electric lighting and gas plants.

Description of Lines.

From —	To —	Length of road (first main track).	Length of sidings and turnouts.	Total computed as single track.
Maple Street, Bristol,	Plainville.	5.324	.284	5.608
Pine Street, “	Lake Compounce.	2.012	.808	2.815
Riverside Avenue, “	Terryville.	4.205	.180	4.385
		11.54	.717	12.258

Corporate Name and Address of Company.

The Bristol and Plainville Tramway Company, Bristol, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized September 21, 1893.

Officers of the Company.

Name.	Title.	Official Address.
MILES LEWIS PECK,	President,	Bristol, Conn.
N. E. PIERCE,	Vice-President,	“ “
A. J. MUZZY,	Secretary,	“ “
M. L. TIFFANY,	Treasurer,	“ “
G. E. COCKINGS,	General Manager,	“ “

Directors of the Company.

Name.	Residence.
MILES LEWIS PECK,	Bristol, Conn.
N. E. PIERCE,	“ “
A. J. MUZZY,	“ “
W. S. INGRAHAM,	“ “
W. A. INGRAHAM,	“ “
O. F. STEUNZ,	“ “
A. L. SESSIONS,	“ “
M. E. WELDON,	“ “
C. T. TREADWAY,	“ “

Date of close of fiscal year, September 30.

Date of stockholders' meeting, last Saturday in October.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value Per Share.	Total Par Value Issued and Outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common,	\$1,000,000.00	1,500	\$100	\$150,000.00	6%	\$9,000.00

Total number of stockholders, 47.

Total number of stockholders in this State, 46.

Amount of stock held in this State, \$149,800.00.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
First Mortgage, .	Nov. 1, 1895	30	Nov. 1, 1925	\$200,000.00	\$200,000.00

INTEREST.

Rate.	When Payable.	Accrued during Year.
5 per cent.	May 1st and November 1st.	\$10,000.00

Per mile of single track owned exclusive of sidings and turnouts, 11.541 miles:	
Capital stock outstanding,	\$12,997.14
Funded debt outstanding,	17,329.52
Total,	\$30,326.66

Construction and Equipment.

Account.	Total cost to June 30, 1904.	Additions during Year.	Total cost to June 30, 1905.
Organization,	\$6,560.25	..	\$6,560.25
Engineering and superintendence,	12,181.01	\$1,910.15	14,091.16
Right of way,	8,120.70	150.00	8,270.70
Track and roadway construction,	149,600.55	12,847.98	162,448.51
Electric line construction,	17,542.69	558.80	18,101.49
Real estate used in operation of road,	17,076.85	.....	17,076.85
Buildings and fixtures used in operation of road,	14,818.10	8,188.12	23,006.22
*Power plant equipment,	171,955.79	88,254.80	260,210.59
Shop tools and machinery,	889.17	181.58	1,070.75
Cars,	34,861.29	1,972.22	36,833.51
Electric equipment of cars,	21,059.90	145.04	21,204.94
Miscellaneous equipment,	185.50	.....	185.50
Total,	\$454,746.80	\$114,158.62	\$568,905.42
Cost of construction and equipment per mile of road owned exclusive of sidings and turnout, . . . . .	.....	.....	49,294.24

* Item includes electric lighting and gas plants.

Income Account for Year ending June 30, 1905.

Gross earnings from operation (per schedule "A"),	\$67,875.90	
Operating expenses (per schedule "B"),	44,965.23	
Net earnings from operation,		\$22,910.67
Other miscellaneous income:		
Electric lighting department,		17,911.50
Gross income less operating expenses,		\$40,822.17
Deductions from income:		
Taxes: On real and personal property,	\$1,227.00	
On capital stock,	3,135.00	\$4,362.00
Interest: On funded debt,	\$10,000.00	
On floating debt,	2,375.84	12,375.84
Net income,		\$24,084.33
Deductions from net income:		
Two dividends, 3% on \$150,000 Common stock,		9,000.00
Surplus for year,		\$15,084.33
Surplus at beginning of year,	\$60,597.13	
Credits,	15,084.33	
Surplus at close of year,	\$75,681.46	

Gross Earnings from Operation.

Car earnings: Passengers,	\$67,548.67	
Mail,	89.65	
Express,	18.30	\$67,656.62
Miscellaneous earnings: Advertising,		219.28
Total,		\$67,875.90

Operating Expenses.

MAINTENANCE.

Way and structures:		
Maintenance of track and roadway,	\$5,151.81	
Maintenance of electric line,	812.02	
Maintenance of buildings and fixtures,	18.76	
Total,		\$5,982.59
Equipment:		
Maintenance of cars,	\$1,698.19	
Maintenance of electric equipment of cars,	549.31	
Total,		2,247.50

Operating Expenses.—Continued.

TRANSPORTATION.

Operation of power plant:	
Hired power,	\$7,458.75
Operation of cars:	
Wages of conductors,	\$8,239.92
Wages of motormen,	8,239.92
Wages of miscellaneous car service employees,	21.50
Wages of car house employees,	2,293.21
Car service supplies,	384.97
Miscellaneous car service expenses,	1,120.34
Cleaning and sanding track,	536.20
Removal of snow and ice,	760.92
Total,	21,596.98

GENERAL.

Salaries of general officers,	\$1,737.50
Salaries of clerks,	790.34
Printing and stationery,	206.01
Advertising and attractions,	2,292.75
Miscellaneous general expenses,	999.40
Damages,	60.90
Miscellaneous legal expenses,	594.19
Insurance,	998.32
Total,	7,679.41
Grand total,	\$44,965.23

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$454,746.80	Construction and equip- ment per Schedule D,	\$568,904.92	\$114,158.62	.....
	Current Assets as follows:			
604.92	Cash,	4,911.86	4,306.94	.....
8,784.41	Accounts receivable,	5,868.65	1,629.24	.....
5,836.52	Material and supplies,	5,054.86	.....	\$282.16
1,095.26	Prepaid accounts,	968.25	.....	182.01
\$465,517.41	Total,	\$585,198.04	\$120,094.80	\$414.17

Comparative General Balance Sheet.—Continued.

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$150,000.00	Capital stock, common, per Schedule F,	\$150,000.00	.....	.....
200,000.00	Funded Debt, per Sched- ule F,	200,000.00	.....	.....
	Current Liabilities, as fol- lows:			
45,000.00	Loans and Notes payable, .	152,000.00	\$107,000.00	.....
8,353.62	Accounts payable, .	5,849.92	.....	\$2,408.70
	Accrued Liabilities, as fol- lows:			
1,666.66	Interest on funded debt accrued and not yet due,	1,666.66	.....	.....
60,597.18	Surplus, per Schedule (p. 835),	75,681.46	15,084.88	.....
\$465,517.41	Total,	\$585,198.04	\$122,084.88	\$2,408.70

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	299,369
Total car mileage,	299,369
Passenger car hours,	39,238
Total car hours,	39,238
Fare passengers carried,	1,374,155
Transfer passengers carried,	50,427
Total passengers carried,	1,424,582
Average fare, revenue passengers,	.049
Average fare, all passengers (including transfer passengers),	.047
Car earnings per car mile,	.226
Miscellaneous earnings per car mile,	.0007
Gross earnings per car mile,	.226
Car earnings per car hour,	1.73
Miscellaneous earnings per car hour,	.0075
Gross earnings per car hour,	1.7375
Operating expenses per car mile,	.1502
Operating expenses and taxes per car mile,	.165
Operating expenses per car hour,	1.14
Operating expenses and taxes per car hour,	1.25
Operating expenses per cent. of gross earnings,	66.2
Operating expenses and taxes per cent. of gross earnings,	72.6
Average number of employees, not including officials, during year,	65
Aggregate amount of wages paid employees,	\$38,721.73
Amount of salaries paid officials,	3,475.00

CROSSINGS, ETC.

Steam railroad crossings under grade, 1

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold: Commutation tickets, book 52 rides, \$2.08, or 4c. fare. School tickets, book 40 rides, sold for \$1.20, or 3c. fare.

Description of Road and Equipment.

TRACK.

	Owned.
Length of road (first main track),	11.541
Length of sidings and turnouts,	.717
Total computed as single track,	12.258

RAILS.

Name of	Weight per yard.	Steel (miles of.
"T"	56 and 60	12,258
Gauge of track, 4 feet 8½ inches.		

PAVING.

	Miles.
Macadam,	3.00
Stone ballast,	2.25
Total miles,	5.25

CARS, ETC.

	With Electric Equipment.	Without Electric Equipment.	Total Number.
Closed passenger cars equipped with full vestibule,	8	1	9
Open passenger cars,	17	.....	17
Total passenger cars,	25	1	26
Work cars, . . . . .	.....	1	1
Snow plows,	1	2	3
Total,	26	4	30

EMPLOYEES.

	Average Number of Hours on Duty per Day.	Wages per Day.
Conductors,	9½	\$1.87 to \$2.02
Motormen,	9½	1.87 to 2.02
Watchmen,	12	1.75
Roadmen,	10	1.50
Linemen,	10	2.50
Engineers,	10	2.50
Firemen,	10	2.00
Electricians,	10	2.50

List of All Accidents During the Year ended June 30, 1905.

	Injured.
Passengers,	2
Other persons,	1
Total,	3
Amount paid for injuries and damages caused by accidents:	
Paid by the Company,	\$60.90

July 13, 1904. Compounce avenue. J. J. McGrath drove in front of car; wagon damaged.

July 31, 1904. North Main street Bristol. Dora Gyrewski jumped from moving car; injured about head.

September 10, 1904. Main street, Terryville. Fred Silk stepped off moving car; injured about head.

December 12, 1904. Pequabuck. William Dunn, lying on track, covered with snow, was struck by car; one leg and several ribs broken.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

Personally appeared before me, Miles Lewis Peck, President, and M. L. Tiffany, Treasurer, of the Bristol and Plainville Tramway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending June 30, A. D. 1905, according to the best of their knowledge and belief.

Signed,

MILES LEWIS PECK,
President.
M. L. TIFFANY,
Treasurer.

Sworn and subscribed to before me, this 12th day of September, A. D. 1905.

ROGER S. NEWELL,
Justice of the Peace.

CHESHIRE STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1905.

(Operating figures for three months, till Oct. 1, 1904.)

Capital authorized by charter,	\$50,000.00
Capital stock outstanding, 20% paid,	50,000.00
Bonds outstanding,	None.
Floating indebtedness,	None.
Total stock, bonds, and floating debt,	50,000.00
Capital stock issued per mile of road owned,	
Bonds issued per mile of road owned,	
Cost of construction,	444.77
Total cost of construction and equipment,	444.77
Cost of construction and equipment per mile of road owned,	*
Gross earnings from operation,	4,516.91
Operating expenses,	3,339.10
Net earnings,	1,177.81
Income from other sources,	18.98
Gross income from all sources,	1,196.79
Per cent. of operating expenses to gross earnings,	.7392
* Gross earnings per mile operated,	691.50
* Operating expenses per mile operated,	511.19
* Net earnings per mile operated,	180.31
Gross earnings per mile run,	.17090
Operating expenses per mile run,	.12634
Net earnings per mile run,	.04456
Gross earnings per car hour,	2,772
Operating expenses per car hour,	2,050
Net earnings per car hour,	.722
Taxes paid State,	500.00
Interest paid,	None.
Dividend paid,	None.
Total length of main track owned up to Oct. 1, 1904,	6.532
Total length of main track operated up to Oct. 1, 1904,	6.532
Total car mileage,	26,429
Total car hours,	1,629
Fare passengers carried,	89,648
Fare passengers per mile run (passenger),	3.39

Summary.—Continued.

Fare passengers per car hour (passenger),	55.03
* Fare passengers per mile of main track operated,	1.3724
Number of employees,	5
Accidents { Killed,	None.
{ Injured,	2

* Mileage to be used in this computation should not include that of sidings and turnouts.

Description of Lines.

From —	To —	Length of road (first main track).	Length of second main track.	Total length of main track.	Length of sidings and turnouts,	Total computed as single track.
Mt. Carmel	Cheshire.	6.532	.....	6.532	.512	7.044

Corporate Name and Address of Company.

Cheshire Street Railway Co., Bridgeport, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Resolution incorporating company approved June 17, 1901.

Certificate of organization filed June 21, 1901.

On Oct. 1, 1904, that part of this company's road then completed, viz.: from Mt. Carmel to Cheshire was sold to the Conn. Railway & Ltg. Co.

Subsequently and prior to June 30th, that part of the road from Cheshire to Waterbury, then partially completed, was also sold to the same company.

Officers of the Company.

Name.	Title.	Official Address.
A. M. YOUNG,	President,	Branford, Conn.
WALTON CLARK,	Vice-President,	Philadelphia, Pa.
A. W. PAIGE,	Secretary,	Bridgeport, Conn.
LEWIS LILLIE,	Treasurer,	Philadelphia, Pa.
E. W. POOLE,	Asst. Treasurer,	Bridgeport, Conn.

Directors of the Company.

Name.	Residence.
A. M. YOUNG,	Branford, Conn.
A. W. PAIGE,	Bridgeport, Conn.
WALTON CLARK,	Philadelphia, Pa.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Monday in June.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value per Share.	Total Par Value Issued and Outstanding.
Common, 20% paid,	\$50,000.00	500	\$100.00	\$50,000.00

Total number of stockholders, 3.

Total number of stockholders in this state, 2.

Amount of stock held in this state, \$30,000 (20% paid).

Funded Debt.

None.

* Per mile of single track owned exclusive of sidings and turnouts:

* No track owned June 30, 1905.

Construction and Equipment.

Account.	Total Cost to June 30, 1904.	Additions during Year.	Deductions during Year.	Total Cost to June 30, 1905.
Organization,	\$487.15	\$7.63	.....	\$444.77
Track and roadway construction,	44.02	.....	\$44.02	.....
Electric line construction,	60.55	.....	60.55	.....
Buildings and fixtures used in operation of road,	120.84	.....	120.84	.....
Shop tools and machinery,	45.00	.....	45.00	.....
Cars,	570.85	.....	570.85	.....
Electric equipment of cars,	272.77	.....	272.77	.....
Total,	\$1,550.68	\$7.63	\$1,118.58	\$444.77
*Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, . . . . .	.....	.....	.....	.....

*No track owned June 30, 1905.

Construction and Equipment, Leased Lines.

None.

Income Account for Year ending June 30, 1905.

Gross earnings from operation (per schedule "A"),	\$4,516.91
Operating expenses per schedule "B"),	3,339.10
Net earnings from operation,	\$1,177.81
Miscellaneous income: Interest on deposits,	18.98
Gross income less operating expenses,	\$1,196.79

Income Account.—Continued.**Deductions from income:**

Taxes:— Miscellaneous,		500.00
Net income,		<u>\$696.79</u>
Surplus,		\$696.79
Surplus at beginning of year,	\$1,297.82	
Debits,		<u>1,297.82</u>
Surplus at close of year,		\$1,994.61

Gross Earnings from Operation.

Car earnings:— Passengers,		\$4,439.90
Miscellaneous earnings:—		
Advertising,	\$6.24	
Sale of power,	70.77	77.01
Total,		<u>\$4,516.91</u>

Operating Expenses.**MAINTENANCE.****Way and structures:**

Maintenance of track and roadway,	\$50.54
Maintenance of electric line,	80.47
Maintenance of buildings and fixtures,	120.84

Total,	\$251.85
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Equipment:

Maintenance of cars,	\$639.76
Maintenance of electric equipment of cars,	335.38
Miscellaneous shop expenses,	45.00

Total,	1,020.14
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TRANSPORTATION.**Operation of power plant:**

Power plant wages,	\$54.60
Miscellaneous supplies and expenses of power plant,	7.17
Hired power,	1,017.77

Total,	1,079.54
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Operation of cars:

Wages of conductors,	\$318.53
Wages of motormen,	317.70
Wages of miscellaneous car service employees,	9.68
Wages of car house employees,	58.64
Car service supplies,	16.49
Miscellaneous car service expenses,	27.10

Total,	748.14
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GENERAL.

Printing and stationery,	\$39.80
Miscellaneous office expenses,	22.58
Miscellaneous general expenses,	22.10
Damages,	78.04
Rent of land and buildings,	18.75
Insurance,	58.16
Total,	239.43
Grand total,	\$3,339.10

Detailed Statement of Rentals of Leased Lines.

None.

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$1,550.68	Construction and equip- ment, per Schedule D,	\$444.77	.....	\$1,105.91
	Current assets, as follows:			
561.60	Cash,	2,549.84	\$1,988.24	.....
12,587.05	Accounts receivable,	9,000.00	.....	8,587.05
80.00	Material and supplies, . . . . .	.....	.....	80.00
197.77	Prepaid accounts, . . . . .	.....	.....	197.77
40,000.00	Balance uncalled on stock subscription,	40,000.00	.....	.....
\$54,927.10	Total,	\$51,994.61	\$1,988.24	\$4,920.78

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$50,000.00	Capital stock, common, per Schedule F,	\$50,000.00	.....	.....
	Current liabilities, as follows:			
8,294.99	Accounts payable, . . . . .	.....	.....	\$3,294.99
4.87	Advance ticket sales, . . . . .	.....	.....	4.87
	Accrued liabilities, as fol- lows:			
87.50	Rentals accrued and not yet due, . . . . .	.....	.....	87.50
291.92	Reserves, accident insur- ance fund, . . . . .	.....	.....	291.92
1,297.82	Surplus, per Schedule (p. 833)	1,994.61	\$696.79	.....
\$54,927.10	Total,	\$51,994.61	\$696.79	\$3,629.28

Mileage, Traffic, and Miscellaneous Statistics.

(FOR THREE MONTHS ENDING SEPT. 30, 1904.)

Passenger car mileage,	26,429
Total car mileage,	26,429
Passenger car hours,	1,629
Total car hours,	1,629
Fare passengers carried,	89,648
Total passengers carried,	89,648
Average fare, revenue passengers,	\$.04952
Average fare all passengers (including transfer passengers),	.04952
Car earnings per car mile,	\$.16799
Miscellaneous earnings per car mile,	.00291
Gross earnings per car mile,	\$1.7090
Car earnings per car hour,	2.725
Miscellaneous earnings per car hour,	.047
Gross earnings per car hour,	\$2.772
Operating expenses per car mile,	.12634
Operating expenses and taxes per car mile,	.14526
Operating expenses per car hour,	\$2.050
Operating expenses and taxes per car hour,	2.356
Operating expenses per cent. of gross earnings,	73.92
Operating expenses and taxes per cent. of gross earnings,	84.99
Average number of employees, not including officials, during year,	5
Aggregate amount of wages paid employees,	\$823.80

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold: School tickets sold 25 for \$1.00 with refund of 25 cents.

CROSSINGS, ETC.

Steam railroad crossings at grade unprotected: None.

Description of Road and Equipment.**TRACK.**

None owned June 30, 1905.

Length of road (first main track),	Owned. 6.532
Length of sidings and turnouts,	.512
Total computed as single track,	7.044

RAILS.

None owned June 30, 1905.

"T"	Weight per yard. 80	Steel (miles of). 7.044
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Gauge of track, 4 feet 8½ inches.

PAVING.

None owned June 30, 1905.

	Miles.
Cobble,	.647

CARS, ETC.

None owned June 30, 1905.

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	\$1.90
Motormen,	10	1.90
Electricians,	12	2.00

List of All Accidents During Year ended June 30, 1905.

	From their own misconduct or carelessness. Injured.	Total Injured.
Employees,	1	1
Other persons,	1	1
Totals,	2	2

Amount paid for injuries and damages caused by accidents: .

Paid by the company, \$213.21

Description of Accidents.

Aug. 21, 1904. Woman fell after alighting from car, dislocating her elbow.

Sept. 14, 1904. Employee of power station burned by coming in contact with wire.

STATE OF CONNECTICUT, }
COUNTY OF FAIRFIELD, } ss.

Personally appeared before me, A. M. Young, President, and E. W. Poole, Assistant Treasurer, of the Cheshire Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending June 30, A. D. 1905, according to the best of their knowledge and belief.

Signed,

A. M. YOUNG,
President.E. W. POOLE,
Asst. Treasurer.

Sworn and subscribed to before me, this 14th day of September, A. D. 1905.

WILLIAM T. HINCKS,
Notary Public.

CONNECTICUT RAILWAY AND LIGHTING COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1905.

Capital authorized by charter,	\$15,000,000.00
Capital stock outstanding,	15,000,000.00
Bonds outstanding,	12,776,192.88
Floating indebtedness,	118,345.00
Total stock, bonds, and floating debt,	27,894,537.88
* Capital stock issued per mile of road owned,	84,620.50
* Bonds issued per mile of road owned,	72,075.10
Cost of construction,	
Cost of equipment,	
* Total cost of construction and equipment,	29,526,719.92
* Cost of construction and equipment per mile of road owned,	166,571.06
Gross earnings and operation,	1,420,093.53
Operating expenses,	837,615.73
Net earnings,	582,477.80
Income from other sources,	207,389.77
Gross income from all sources,	789,867.57
Per cent. of operating expenses to gross earnings,	58.98
* Gross earnings per mile operated,	8,172.68
* Operating expenses per mile operated,	4,820.50
* Net earnings per mile operated,	3,352.18
Gross earnings per mile run,	.2421
Operating expenses per mile run,	.1428
Net earnings per mile run,	.0993
Gross earnings per car hour,	2.130
Operating expenses per car hour,	1.256
Net earnings per car hour,	.874
Taxes paid State,	91,549.47
Interest paid,	556,422.17
Dividend paid,	None
Total length of main track owned,	177.262
Total length of main track operated,	173.761
Total car mileage,	5,864,106
Total car hours,	666,507
Fare passengers carried,	28,351,395
Fare passengers per mile run (passengers),	4.92
Fare passengers per car hour (passenger),	43.56
* Fare passengers per mile of main track operated,	163,163
Number of employees,	918
Accidents:	
Killed,	4
Injured,	103

* Including gas and electric properties.

Description of Lines.

From —	To —	Length of road (first main track).	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total comput- ed as single track.
Bridgeport:						
Hospital Hill, East	Junction State St. &	3.772	3.772	7.544	.....	7.544
Bridgeport	Fairfield Ave.					
Lnfield's Store, No.	Sea Side Park	2.286	2.286	4.572	.....	4.572
Ave.	Cemetery & Br'kl'wn	3.846	3.846	6.692	.....	6.692
No. Ave. & Oak St.	Sea Side Park	2.601	1.994	4.595	.047	4.642
Beardsley Park,						
R. R. Sta., Bridge-	Westport	10.429	3.173	18.602	.525	14.127
port	Paradise Green and					
Lower bridge	Washington bridge	5.985	5.741	11.726	.183	11.909
Lower bridge	Lakeview Cemetery	1.671	1.439	3.110	.....	3.110
Lower bridge	End Sea View Ave.	.710	.710	1.420	.....	1.420
Milford:						
Washington bridge	Woodmont	9.566	5.673	15.239	.309	15.548
Shelton:						
Paradise Green	Riverside Park and	10.090	4.272	14.362	.702	15.064
	Derby					
Westport & Saug.:						
Cemetery	Depot and Compo	4.620	.....	4.620	.087	4.707
	Beach					
Derby:						
Derby	Ansonia	4.796	.....	4.796	.376	5.172
Main & Eliz'beth sts.	Housatonic Park	1.128	.....	1.128	.098	1.226
West End bridge,	Franklin & Wakelee					
Ansonia	Aves.	1.180	.....	1.180	.091	1.271
Ansonia	Seymour	2.862	.....	2.862	.155	3.017
East Derby	Orange Hill	3.760	3.428	7.188	.....	7.188
Norwalk:						
Depot, So. Norwalk	Winnipauk	3.846	1.936	5.782	.235	6.017
Norwalk	Newtown Ave.	.843	.818	1.661	.....	1.661
Broad River, N'rw'k	Stamford City Line	11.471	1.775	13.246	.555	13.801
Norwalk	Westport	2.701	.....	2.701	.357	3.058
Washington St., So.						
Norwalk	Gregory's Point	1.594	.....	1.594	.132	1.716
Waterbury:						
Waterbury	Naugatuck	5.888	1.312	6.700	.168	6.868
Porter St.	Forest Park	2.745	.....	2.745	.485	3.230
Silver St.	Oakville	4.620	.....	4.620	1.285	5.905
Washington St.	Waterville	3.821	.....	3.821	1.011	4.832
*Silver St.	Mt. Carmel, Hampd'n	7.168	.471	7.639	.512	8.151
New Britain:						
New Britain Center	Pleasant Street	1.124	.....	1.124	.044	1.168
Arch St.	Cemetery	1.943	.....	1.943	.172	2.115
Berlin	Plainville	9.301	.....	9.301	.750	10.051
New Britain	Newington	3.971	2.277	6.248	.252	6.500
Plainville	Southington	3.501	.....	3.501	.171	3.672
Total,		132.839	44.423	177.262	8.692	185.954

*Includes only the track between Silver Street and Mad River and from Cheshire to Mt. Carmel.

General Information.**Corporate Name and Address of Company.**

Connecticut Railway and Lighting Company, Bridgeport, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized July 2, 1895. Incorporated as the Gas Supply Co., by act of General Assembly, approved July 2, 1895. Name changed to Connecticut Lighting & Power Co., by amendment approved March 2, 1899. Name again changed to Connecticut Railway & Lighting Co., by decree of Superior Court, New Haven County, Jan. 10, 1901: Amendment to Charter, General Assembly, January Session, 1901, and approved April 30, 1901. Acquired by purchase the following Companies: Bridgeport Traction Co., Shelton St. Railway Co., Milford St. Railway Co., Westport & Saugatuck St. Railway Co., Derby St. Railway Co., Norwalk Tramway Co., Norwalk St. Railway Co., Norwalk & So. Norwalk Electric Light Co., Norwalk Gas Light Co., Waterbury Traction Co., The Central Railway & Electric Co., Greenwich Gas & Electric Lighting Co., Naugatuck Electric Light Co., Southington & Plantsville Tramway Co., During the year ending June 30, 1905, purchased those parts of the Cheshire St. Railway Co.'s lines between Waterbury and Cheshire and Mt. Carmel and Cheshire.

Officers of the Company.

Name.	Title.	Official Address.
A. M. YOUNG,	President,	Branford, Conn.
D. S. PLUME,	1st Vice-President,	Waterbury, "
W. F. DOUTHETT,	Secretary,	Philadelphia, Pa.
LEWIS LILLIE,	Treasurer,	" "
E. W. POOLE,	Asst. Treas. & Asst. Sec'y,	Bridgeport, Conn.
C. F. BRYANT,	Auditor,	" "
J. E. SEWELL,	General Manager,	Waterbury "
A. W. PAIGE,	General Counsel,	Bridgeport, "
WALTON CLARKE,	Managing Director,	Philadelphia, Pa.

Directors of the Company.

Name.	Residence.
A. M. YOUNG,	Branford, Conn.
R. A. C. SMITH,	New York, N. Y.
RANDAL MORGAN,	Philadelphia, Pa.
WALTON CLARK,	" "
LEWIS LILLIE,	" "
H. G. RUNKLE,	Plainfield, N. J.
A. W. PAIGE,	Bridgeport, Conn.
M. J. WARNER,	Branford, "
D. S. PLUME,	Waterbury, "
J. E. SEWELL,	" "
L. N. VAN KEUREN,	" "

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Thursday in April.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value per Share.	Total Par Value Issued and Outstanding.
Preferred, . . .	\$5,809,000.00	58,090	\$100.00	\$5,809,000.00
Common, . . .	9,191,000.00	91,910	100.00	9,191,000.00
Total, . . .	\$15,000,000.00	150,000	\$100.00	\$15,000,000.00

Total number of stockholders, 86.

Total number of stockholders in this state, 22.

Amount of stock held in this state, \$343,200.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
C. R. & L. Co., 1st refunding mortgage bonds, . . .	1901	50	1951	\$15,000,000	11,785,492.88
Bridgeport Tra. Co., 1st mtg.,	1893	30	1923	2,000,000	706,000.00
Derby St. Ry. Co., 1st mtg.,	1893	21	1914	150,000	75,700.00
Conn. L. & P. Co., 1st mtg.,	1899	40	1939	1,000,000	209,000.00
Total, . . .	.....	.....	.....	\$18,150,000	12,776,192.88

INTEREST.

Rate.	When Payable.	Accrued during year.
4½ per cent.	January and July 1st.	\$498,280.75
5 "	January and July 1st.	85,300.00
6 "	April and October 1st.	4,542.00
5 "	January and July 1st.	10,450.00
Total, . . .	.....	\$548,572.75

*Per mile of single track owned exclusive of sidings and turnouts, 177.262 miles:

Capital stock outstanding, \$84,620.50

Funded debt outstanding, 72,075.19

Total, \$156,695.69

*Including gas and electric properties.

Construction and Equipment.

Account.	Total cost to June 30, 1904.	Additions during year.	Deductions during year.	Total cost to June 30, 1905.
Engineering and superintendence,	\$56,216.58	\$17,273.88	.....	\$73,489.96
Right of way,	65,688.82	5,621.09	.....	71,309.91
Track and roadway construction,	691,834.55	151,494.41	.....	843,328.96
Electric line construction,	181,005.18	98,627.30	.....	279,632.48
Real estate used in operation of road,	27,496.00	.....	.....	27,496.00
Buildings and fixtures used in operation of road,	321,750.23	97,391.26	.....	419,141.49
Investment real estate,	38,554.82	.....	\$781.50	37,773.32
Power plant equipment,	831,803.50	119,500.14	.....	951,303.64
Shop tools and machinery,	2,849.97	833.05	.....	3,683.02
Cars,	179,561.80	49,079.76	.....	228,641.06
Electric equipment of cars,	127,031.19	43,877.15	.....	170,908.34
Miscellaneous equipment,	15,043.56	552.55	.....	15,596.11
Miscellaneous,	4,338.58	217.82	.....	4,556.40
Capital stock, bonds and property purchased,	24,183,679.95	*936,601.95	.....	25,120,281.90
Betterments, gas and electric departments,	1,165,804.14	114,273.19	.....	1,279,577.33
Total construction and equipment,	\$27,892,158.37	\$1,635,843.05	\$781.50	\$29,526,719.92
+Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, . . . . .	.....	.....	.....	\$166,571.06

*Including gas and electric properties.

†Includes \$12,601.95 adjustment during year.

Construction and Equipment, Leased Lines.

None.

Income Account for Year ending June 30, 1905.

Gross earnings from operation (per schedule "A"),	\$1,420,093.53	
Operating expenses (per schedule "B"),	837,815.73	
Net earnings from operation,		\$582,477.80
Miscellaneous income:		
Interest on deposits,	510.72	
Income from securities owned,	50.61	
Interest on bills receivable,	91.02	
Gas and electric departments,	206,737.42	207,389.77
Gross income less operating expenses,		\$789,867.57

Income Account.—Continued.**Deductions from income:****Taxes:—**

On real and personal property,	\$1,315.52		
On capital stock,	91,549.47	\$92,864.99	

Interest:—

On funded debt,	\$543,572.75		
On floating debt,	12,849.42	556,422.17	\$649,287.16

Net income,			\$140,580.41
Surplus for year,			140,580.41

Surplus at beginning of year,	\$46,257.29		
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Debits,			46,257.29
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Surplus at close of year,			\$186,837.70
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Gross Earnings from Operation.**Car earnings:**

Passengers,	\$1,394,554.75		
Chartered cars,	6,785.74		
Mail,	499.04		
Express,	11,537.45		
Letter carriers,	825.00		

\$1,414,201.98

Miscellaneous earnings:

Advertising,	\$4,120.72		
Rent of tracks,	887.98		
Rent of equipment,	214.67		
Sale of power,	668.18		5,891.55

Total,			\$1,420,093.53
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Operating Expenses.**MAINTENANCE.****Way and structures:**

Maintenance of track and roadway,	\$74,590.98		
Maintenance of electric line,	26,940.36		
Maintenance of buildings and fixtures,	9,640.11		

Total,			\$111,171.45
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Equipment:

Maintenance of steam plant,	\$3,905.46		
Maintenance of electric plant,	853.22		
Maintenance of cars,	42,645.36		
Maintenance of electric equipment of cars,	36,219.59		
Maintenance of miscellaneous equipment,	2,872.06		
Miscellaneous shop expenses,	5,044.01		

Total,			\$91,538.70
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TRANSPORTATION.

Operation of power plant:

Power plant wages,	\$28,376.27	
Fuel for power,	58,702.21	
Water for power,	2,753.06	
Lubricants and waste for power plant,	3,246.69	
Miscellaneous supplies and expenses of power plant,	7,154.74	
Hired power,	38,324.63	
Total,		138,557.60

Operation of cars:

Superintendence of transportation,	\$15,198.43	
Wages of conductors,	135,716.54	
Wages of motormen,	139,079.39	
Wages of miscellaneous car service employees,	2,330.68	
Wages of car house employees,	25,333.51	
Car service supplies,	6,300.16	
Miscellaneous car service expenses,	8,920.27	
Cleaning and sanding track,	11,936.77	
Removal of snow and ice,	11,566.12	
Total,		356,381.87

GENERAL.

Salaries of general officers,	\$22,985.01	
Salaries of clerks,	21,085.96	
Printing and stationery,	2,993.45	
Miscellaneous office expenses,	3,187.93	
Stores expenses, { Closed each month to proper accounts.		
Stable expenses, }		
Advertising and attractions,	3,990.91	
Miscellaneous general expenses,	11,502.16	
Damages,	33,017.25	
Legal expenses in connection with damages,	2,033.58	
Miscellaneous legal expenses,	17,706.31	
Rent of land and buildings,	2,755.43	
Insurance,	18,708.12	
Total,		139,966.11
Grand total,		\$837,615.73

Detailed Statement of Rentals of Leased Lines.

None.

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, year ending June 30, 1905.	Decrease, year ending June 30, 1905.
\$27,892,158.37	Construction and equip- ment, per Schedule D.	\$29,526,719.92	\$1,634,561.55	.....
133,905.00	Other permanent invest- ments as follows:			
	Roton Point (property and lease),	132,367.00	.....	\$1,538.00
	Current assets, as fol- lows:			
39,155.27	Cash,	42,844.57	3,689.30	.....
2,400.00	Bills receivable,	2,200.00	.....	200.00
66,095.82	Accounts receivable,	92,292.88	26,196.56	.....
125,711.84	Material and supplies,	133,986.04	8,274.20	.....
21,389.57	Prepaid accounts,	30,336.05	8,946.48	.....
34,189.42	Reconstruction acct.,	34,189.42	.....	.....
6,000.00	Treasury bonds,	2.29	.....	5,997.71
\$28,321,005.29	Total,	\$29,994,937.67	\$1,681,663.09	\$7,735.51

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, year ending June 30, 1905.	Decrease, year ending June 30, 1905.
\$5,535,900.00	Capital stock, preferred, per Schedule F,	\$5,809,000.00	\$273,100.00	.....
9,464,100.00	Capital stock, common, per Schedule F,	9,191,000.00	.....	\$273,100.00
11,259,342.27	Funded debt, per Sched- ule F,	12,776,192.88	1,516,850.61	.....
	Current Liabilities, as follows:			
420,472.73	Loans and notes payable,	118,345.00	.....	302,127.73
43,055.02	Accounts payable,	75,498.83	32,443.81	.....
	Accrued Liabilities, as follows:			
1,194.00	Interest on funded debt, accrued and not yet due,	1,135.50	.....	58.50
457.17	Rentals accrued and not yet due,	561.00	103.83	.....
2,234.89	Advance ticket sales,	2,807.75	572.86	.....
3,082.47	Deposit accounts,	4,139.44	1,056.97	.....
1,535,900.00	Stock conversion,	1,809,000.00	273,100.00	.....
9,009.45	Reserve insurance fund,	20,419.57	11,410.12	.....
46,257.29	Surplus, per Schedule, (page 342),	186,837.70	140,580.41	.....
\$28,321,005.29	Total,	\$29,994,937.67	\$2,249,218.61	\$575,286.23

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	5,756,968
Freight, mail, and express car mileage,	107,138
Total car mileage,	5,864,106
Passenger car hours,	650,775
Freight, mail, and express car hours,	15,732
Total car hours,	666,507
Fare passengers carried,	28,351,395
Transfer passengers carried,	6,288,456
Total passengers carried,	34,639,851
Average fare, revenue passengers,	.049217
Average fare, all passengers (including transfer passengers),	.040282
Car earnings per car mile,	.241162
Miscellaneous earnings per car mile,	.001005
Gross earnings per car mile,	.242167
Car earnings per car hour,	2.12181
Miscellaneous earnings per car hour,	.00884
Gross earnings per car hour,	2.13065
Operating expenses per car mile,	.142838
Operating expenses and taxes per car mile,	.158074
Operating expenses per car hour,	1.25672
Operating expenses and taxes per car hour,	1.39605
Operating expenses per cent. of gross earnings,	58.98
Operating expenses and taxes per cent. of gross earnings,	65.522
Average number of employees, not including officials, during the year,	918
Aggregate amount of wages paid employees,	\$523,076.66
Amount of salaries paid officials,	47,662.59

CROSSINGS, ETC.

Steam railroad crossings at grade unprotected,	3
Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm,	7
Steam railroad crossings over grade,	23
Steam railroad crossings under grade,	2

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold: School tickets sold 25 for \$1.00, with refund of 25 cents. In Waterbury district 25 tickets are sold for \$1.00. In New Britain, 21 tickets are sold for \$1.00, and 60-ride commutation books (good for 60 rides in one month on 8-cent lines) for \$3.00; also, 60-ride commutation books good for 60 rides in one month on Newington line (single fare 10 cents) for \$3.00.

Description of Road and Equipment.

TRACK.

	Owued.	Operated by M., S. & C. Tr. Co., under traffic agreement.	Total operated.
Length of road (first main track), .	132.839	3 501	129 338
Length of second main track, .	44.428	.....	44.428
Total length of main track, .	177.262	3.501	173.761
Length of sidings and turnouts, .	8.692	.171	8.521
Total computed as single track,	185.954	3.672	182 232

RAILS.

Name of.	Weight per yard.	Steel (miles of).	Total.
"T",	35-40-56-60		
Girder Tram,	70-72-80	166.571	166.571
Girder Groove,	80-85-90	18.761	18.761
	85	.622	.622
Total miles of, . . . . .	.....	185.954	185.954

Gauge of track, 4 feet 8½ inches.

PAVING.

	Miles.
Asphalt, sheet,	2.6246
Asphalt, block,	.2960
Belgium block,	6.0012
Macadam,	52.8648
Cobble,	16.4390
Brick,	0.8544
Total miles,	85.0800

CARS, ETC.

	With Electric Equip- ment.	Without Electric Equip- ment.	Total Number.
Closed passenger cars equipped with full vestibule,	50	24	74
Closed passenger cars equipped with half vestibule,	85	11	96
Closed passenger cars not equipped with vestibule,	.....	6	6
Open passenger cars,	193	6	199
Total passenger cars,	328	47	375
Express cars,	5	.....	5
Work cars,	16	15	31
Snow plows,	4	24	28
Sweepers,	.....	1	1
Miscellaneous,	2	.....	2
Total,	355	67	442

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Conductors,	10	\$1.90 to \$2.10
Motormen,	10	1.90 to 2.10
Starters,	10	2.50
Watchmen,	12	2.00
Switchmen,	10	1.00
Roadmen,	10	1.50
Linemen,	9	2.50
Engineers,	10 to 12	2.00 to 3.57
Firemen,	10 to 12	1.50 to 2.00
Electricians,	10	2.25 to 2.85
Machinists and Mechanics,	10	1.75 to 3.30

List of All Accidents During Year ended June 30, 1905.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESS- NESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	..	41	..	33	..	74
Employees,	..	1	1	6	1	7
Other persons,	1	2	2	20	3	22
Total,	1	44	3	59	4	103

Amount paid for injuries and damages caused by accidents:

Paid by the company, \$17,412.21

Description of Accidents.

- July 3, 1904. Passenger jumped from moving car. Head cut.
July 4, 1904. Passenger jumped from moving car. Bruised.
July 10, 1904. Conductor knocked off car by poles. Back hurt.
July 12, 1904. Car was started while woman was alighting, throwing her.
Injured internally.
July 14, 1904. Conductor fell from moving car. Shaken up.
July 18, 1904. Collision, car and team. Two men on team injured.
July 19, 1904. Derailed car. Three passengers injured.
July 25, 1904. Collision, car and team. Child on team killed.
July 26, 1904. Boy fell from car. Arm hurt.
July 29, 1904. Passenger on running board struck pole and fell off.
Shaken up and bruised.
July 31, 1904. Man tried to board moving car. Face cut.
August 4, 1904. Man tried to board moving car. Fell and hurt arm.
August 7, 1904. Passenger fell from car. Bruised.
August 26, 1904. Passenger jumped from moving car. Shaken up.
September 1, 1904. Collision, passenger car and work car. Four passengers injured slightly.
September 2, 1904. Collision, car and team. Driver hurt.
September 7, 1904. Pedestrian stepped in front of moving car. Knocked down; head and foot injured.
September 11, 1904. Passenger on running board struck by passing automobile. Cut and bruised.
September 13, 1904. Collision of car and team. Driver hurt.
September 27, 1904. Collision, car and team. Driver hurt.
September 29, 1904. Collision, car and team. Driver hurt.
October 4, 1904. Collision, car and team. Driver hurt.
October 5, 1904. Woman passenger stepped from moving car. Shaken up and bruised.
October 19, 1904. Passenger stepped from moving car. Shaken up and bruised.
October 22, 1904. Lady passenger stepped from moving car. Shaken up and bruised.
October 28, 1904. Lady passenger stepped from moving car and fell. Shaken up and bruised.
October 30, 1904. Passenger stepped from moving car. Head cut.
November 1, 1904. Employee tried to board moving car. Hand cut.
November 4, 1904. Overhead switch blew out and passenger jumped from moving car. Hurt hand.
November 8, 1904. Passenger struck on leg by falling register. Leg injured.
November 12, 1904. Passenger fell from moving car. Shaken up and bruised.
November 18, 1904. Collision, car and team. Driver hurt.
December 3, 1904. Passenger tried to board moving car. Fell and was bruised.
December 5, 1904. Man tried to board moving car. Fell and face was scratched.

- December 18, 1904. Collision of cars. Two employees injured.
- December 22, 1904. Collision of carriage and express car. Lady and gentleman in carriage injured.
- December 25, 1904. Boy sliding down hill slid into car. Head badly injured.
- December 29, 1904. Collision of car and team. Driver hurt.
- January 2, 1905. Man lying beside track struck by car. Foot injured.
- January 4, 1905. Lady passenger fell while alighting from standing car and hurt arm.
- January 9, 1905. Collision of car and team. Driver hurt.
- January 12, 1905. Lady passenger stepped from moving car and fell. Shaken up and bruised.
- January 17, 1905. Collision of car and team. Driver hurt.
- January 20, 1905. Conductor started car while woman was alighting. Arm injured.
- January 24, 1905. Woman alighted from one car and stepped in front of another car. Bruised.
- February 13, 1905. Collision of cars. Employee injured.
- February 22, 1905. Man tried to board moving car and fell. Face cut.
- March 6, 1905. Passenger jumped from moving car and fell; leg injured.
- March 11, 1905. Little girl ran in front of car. Picked up by fender. Slightly hurt.
- March 18, 1905. Little girl ran in front of moving car. Was picked up by fender and afterwards died from causes partly due to her accident.
- March 19, 1905. Collision of cars. Eight passengers injured slightly.
- March 29, 1905. Employee of power station killed while working around switchboard.
- March 31, 1905. Derailed car. Two passengers slightly hurt.
- April 10, 1905. Pedestrian knocked over by rear end of car rounding curve. Head hurt.
- April 25, 1905. Boy stood too close to track. Side of car struck him. Slight injuries.
- May 4, 1905. Conductor fell from moving car. Bruised.
- May 6, 1905. Car collided with freight train at railroad crossing. Six passengers injured slightly.
- May 15, 1905. Two lady passengers stepped from moving car. Both shaken up and bruised.
- May 18, 1905. Man tried to board moving car and fell. Bruised and shaken up.
- May 28, 1905. Two men knocked off running board of car by passing vehicle. Bruised.
- June 2, 1905. Horse shied in front of moving car. Driver hurt.
- June 4, 1905. Lady stepped from moving car. Arm bruised.
- June 5, 1905. Car collided with pedestrian. Leg injured.
- June 6, 1905. Collision of cars. Four passengers hurt.
- June 8, 1905. Passenger stepped from moving car. Bruised.
- June 10, 1905. Passenger stepped from moving car. Bruised.
- June 13, 1905. Lady stepped from moving car and fell. Various injuries.
- June 18, 1905. Boy stepped from moving car and fell. Bruised.

- June 19, 1905. Lady passenger fell from standing car. Hurt arm.
June 20, 1905. Passenger stepped from moving car. Head and back injured.
June 21, 1905. Man lay on track asleep; run over and killed by car.
June 23, 1905. Lady passenger stepped from moving car and fell. Various injuries.
June 29, 1905. Collision of cars. Seven passengers injured.
June 30, 1905. Man jumped from moving car. Head hurt.

STATE OF CONNECTICUT, }
COUNTY OF FAIRFIELD, } ss.

Personally appeared before me, A. M. Young, President, and E. W. Poole, Assistant Treasurer, of the Connecticut Railway & Lighting Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending June 30, A. D. 1905, according to the best of their knowledge and belief.

Signed,

A. M. YOUNG,
President.

E. W. POOLE,
Asst. Treasurer.

Sworn and subscribed to before me, this 14th day of September, A. D. 1905.

WILLIAM T. HINCKS,
Notary Public.

THE CONSOLIDATED RAILWAY CO.

NEW HAVEN, CONN.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1905.

Capital authorized by charter,	Not Fixed.
Capital stock outstanding,	\$10,000,000.00
Bonds outstanding,	17,024,400.00
Floating indebtedness,	
Total stock bonds, and floating debt,	27,024,400.00
*Capital stock issued per mile of road owned,	49,476.53
*Bonds issued per mile of road owned,	84,230.83
Cost of construction, }	Properties purchased; details of cost not available.
Cost of equipment, }	
Total cost of construction and equipment,	16,462,969.02
*Cost of construction and equipment per mile of road owned,	81,453.07
Gross earnings from operation,	2,024,502.85
Operating expenses,	1,169,174.49
Net earnings,	855,328.36
Income from other sources,	87,957.63
Gross income from all sources,	943,285.99
Per cent. of operating expenses to gross earnings,	57.75
*Gross earnings per mile operated,	8,495.21
*Operating expenses per mile operated,	4,900.08
*Net earnings per mile operated,	3,589.13
Gross earnings per mile run,	.2341
Operating expenses per mile run,	.1352
Net earnings per mile run,	.0989
Gross earnings per car hour,	2.09
Operating expenses per car hour,	1.21
Net earnings per car hour,	.88
Taxes paid state,	123,786.72
Interest paid,	486,458.16
Dividend paid,	200,000.00
Total length of main track owned,	202,116.00
Total length of main track operated,	238,591.00
Total car mileage,	8,646,417.00
Total car hours,	967,420.00
Fare passengers carried,	38,778,053.00
Fare passengers per mile run (passenger),	4.48
Fare passengers per car hour (passenger),	40.08
*Fare passengers per mile of main track operated,	162,720.00
Number of employees,	1,440
Accidents, { Killed,	11
{ Injured,	215

* Mileage to be used in this computation should not include that of sidings and turnouts.

Description of Lines.

From —	To —	Length of road (first main track).	Length of second main track.	Total Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
Montowese	Westville,	9.151	4.770	13.921	0.085	14.006
Montowese	Wallingford,	7.015	1.381	8.396	.....	8.396
York street	Orange Hills,	5.150	5.150	10.300	.....	10.300
State & Chapel sts.	Railroad Crossing,	0.865	0.865	1.730	.....	1.730
State & Chapel sts.	Railroad Station,	0.481	0.317	0.798	.....	0.798
Church & Chap. st.	Mans'ld's via State,	8.263	8.013	16.276	0.047	16.323
Granniss Corner	Lighthouse Point,	3.141	1.029	4.170	0.750	4.920
Granniss Corner	Railroad Crossing,	1.147	0.227	1.374	.....	1.374
State & James sts.	Schuetzen Park,	1.742	0.738	2.475	.....	2.475
Church & Elm sts.	Dayton & Whalley,	3.388	0.975	4.363	0.500	4.863
Broadway	Blake's Corner,	4.058	1.858	5.914	0.028	5.942
Munson street	Shelton Avenue					
	Car-Barn,	.911	0.350	1.261	.....	1.261
Church & Elm sts.	Mount Carmel,	7.682	1.728	9.410	0.133	9.543
College & Chapel sts.	Derby Avenue via George,	1.440	0.038	1.478	0.150	1.528
College & Chapel sts.	Read street,	1.648	0.038	1.686	0.370	2.056
Church & Chapel sts.	Savin Rock,	4.697	4.697	9.394	.....	9.394
Church & George sts.	Ward's Corner via Congress Ave.,	3.219	3.219	6.438	.....	6.438
Congress & Howard	Oak st. via Sylvan,	0.856	0.038	0.894	0.028	0.922
Water street	.....	0.776	0.776	1.552	.....	1.552
Howard & Kimberly	City Point,	0.750	.....	0.750	.....	0.750
East street	Ferry via Chapel.	0.814	0.814	1.628	.....	1.628
Temple st. Loop	.....	0.380	.....	0.380	.....	0.380
Yale Field Loop	.....	.....	.....	.....	0.208	0.208
Savin Rock Loop	.....	.....	.....	.....	0.200	0.200
Meriden	Wallingford,	8.800	1.200	10.000	0.400	10.400
Colony street	E. Main street,	4.400	.....	4.400	0.400	4.800
Pratt street	W. Main street,	3.200	.....	3.200	0.500	3.700
Broad street	Curtis street,	0.700	.....	0.700	0.100	0.800
North Main street,	South Main street,					
Wallingford,	Wallingford,	2.000	.....	2.000	.....	2.000
Mass. State Line	Central Village,	25.470	.....	25.470	0.950	26.420
Central Village	Moosup,	1.680	.....	1.680	.....	1.680
Centerville	E. Killingly,	3.360	.....	3.360	.....	3.360
Parade	Parade Beach,	6.221	.....	6.221	0.492	6.713
Washington & State	Cemetery,	2.620	.....	2.620	.....	2.620
Franklin Square	Baltic,	8.375	.....	8.375	0.341	8.716
Franklin Square	Yantic,	4.883	.....	4.883	0.309	5.192
Franklin Square	Backus Corner,	1.770	.....	1.770	.....	1.770
Franklin Square	Thamesville,	1.070	.....	1.070	.....	1.070
Franklin Square	Laurel Hill,	0.908	.....	0.908	.....	0.908
Norwich	New London,	10.463	.....	10.463	0.204	10.667
Middletown	Portland,	2.672	.....	2.672	0.129	2.801
South Green	South Farms,	1.141	.....	1.141	.....	1.141
Silver street	Asylum street,	0.783	.....	0.783	.....	0.783
Main Street Lawn	Lawn Avenue,	1.276	.....	1.276	0.037	1.313
South Green	Lakeview,	2.972	.....	2.972	0.560	3.533
Main street	Depot,	0.128	.....	0.128	0.030	0.158
Main street	Bridge street,	0.223	.....	0.223	0.121	0.344
Union street	Grand street,	0.618	0.597	1.215	.....	1.215
Total,		163.308	38.813	202.116	6.972	209.088

Income from securities owned,

50.61

*Mileage to be used in this Computation should not include that of sid-

Corporate Name and Address of Company.

The Consolidated Railway Company, New Haven, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Date of organization: August 31, 1901.

Organized under the laws of the State of Connecticut: v. 13, p. 747, chap. 193; v. 14, p. 145, hap. 212; and v. 14, p. chap.

This company was chartered as the Thompson Tramway Company, and the corporate name was changed by the Superior Court for New Haven County, Jan. 24, 1902, to the Worcester & Connecticut Eastern Railway Company.

This change of name was legislatively recognized and declared in Special Laws of Connecticut, v. 14, p. 145, chap. 212.

The corporate name was changed by the Superior Court for New Haven County on May 18, 1904, to The Consolidated Railway Company.

The constituent companies of The Consolidated Railway Company are the People's Tramway Company, the Putnam and Thompson Street Railway Company, the Danielson and Norwich Street Railway Company, the Winchester Avenue Railroad Company, the New Haven and West Haven Horse Railroad Company, the Fair Haven and Westville Railroad Company, the New Haven Street Railroad Company, the New Haven and Centerville Street Railway Company, the Meriden Electric Railroad Company, the Wallingford Tramway Company, the New London Street Railway Company, the Norwich Street Railway Company, the Montville Street Railway Company, and the Middletown Street Railway Company.

The People's Tramway Company, charter and amendments, Special Laws of Connecticut, v. 11, p. 1045; v. 12, p. 192; v. 12, p. 1037; v. 13, p. 387; v. 13, p. 749.

The Putnam and Thompson Street Railway Company, charter and amendments, Special Laws of Connecticut, v. 11, p. 746; v. 12, p. 395; v. 12, p. 1026; v. 13, p. 350.

The Danielson and Norwich Street Railway Company, charter and amendments, Special Laws of Connecticut, v. 13, p. 800, chap. 253.

The Winchester Avenue Railroad Company, charter and amendments, Special Laws of Connecticut, v. 10, p. 1224; v. 11, p. 995; v. 12, pp. 391, 1041; v. 13, p. 902; v. 14, p. 390.

New Haven and West Haven Horse Railroad Company, charter and amendments, Special Laws of Connecticut, v. 5, p. 741; v. 6, pp. 64, 140, 619, 793; v. 7, pp. 787, 788; v. 8, pp. 105, 215; v. 9, p. 167; v. 10, pp. 1129, 1322; v. 11, p. 994.

The Fair Haven and Westville Railroad Company, charter and amendments, Private Acts of Connecticut, v. 5, pp. 370, 498, 502, 620, 627, 655; v. 6, pp. 51, 404, 949; v. 7, pp. 382, 899; v. 10, pp. 326, 356, 959, 1203; v.

11, pp. 84, 863, 1040, 1066, 1070, 1160; v. 12, pp. 472, 1019; v. 13, p. 1024. Special Acts, 1903, p. 389.

The New Haven Street Railway Company, charter and amendments, Private Acts of Connecticut, v. 11, pp. 843, 863; v. 12, pp. 473, 919.

The New Haven and Centerville Street Railway Company, charter and amendments, Private Acts of Connecticut, v. 5, p. 701; v. 6, pp. 98, 404, 611, 954; v. 7, pp. 619, 742, 776, 787, 890; v. 9, pp. 167, 802; v. 11, pp. 1027, 1028; v. 12, p. 478.

Meriden Electric Railroad Company, charter and amendments, Special Laws of Connecticut, v. 10, pp. 332, 744, 839, 1293; v. 11, p. 894; v. 12, p. 73; v. 13, pp. 529, 1185; v. 14, p. 471.

The Wallingford Tramway Company, charter and amendments, Special Laws of Connecticut, 1903, p. 239.

The New London Street Railway Company, charter and amendments, Special Laws of Connecticut, v. 7, p. 565; v. 10, p. 318; v. 11, p. 976; v. 12, p. 739; v. 13, p. 739; and 1903, p. 478; v. 12, p. 731.

The Norwich Street Railway Company, charter and amendments, Special Laws of Connecticut, v. 5, pp. 575, 762; v. 6, pp. 304, 575, 828; 1870, p. 196; 1875, pp. 4, 72; v. 9, pp. 61, 337; v. 10, p. 1067; v. 11, p. 852; v. 12, p. 313, 1193; v. 13, pp. 273; 1903, p. 87.

The Montville Street Railway Company, charter and amendments, Special Laws of Connecticut, v. 10, p. 1135; v. 11, p. 840; v. 12, p. 620; v. 13, p. 50; 1903, p. 473.

The Middletown Street Railway Company, charter and amendments, Special Laws of Connecticut, v. 7, p. 26; v. 10, pp. 178, 345, 724; v. 11, p. 858; v. 12, pp. 398, 631; v. 13, pp. 340, 998; 1903, p. 411.

Date and authority for each consolidation:

The People's Tramway Company with the Putnam and Thompson Street Railway Company, August 31, 1899.

The Consolidated Railway Company with the People's Tramway Company, September 29, 1902.

The Consolidated Railway Company with the Danielson and Norwich Street Railway Company, September 29, 1902.

The Winchester Avenue Railroad Company with the New Haven and West Haven Horse Railroad Company, June 30, 1893.

The Fair Haven and Westville Railroad Company with the New Haven Street Railway Company, October 31, 1898.

The Fair Haven and Westville Railroad Company with the New Haven and Centerville Street Railway Company, October 31, 1898.

The Consolidated Railway Company with the Wallingford Tramway Company, May 14, 1904.

The Consolidated Railway Company with the Winchester Avenue Railroad Company, May 20, 1904.

The Consolidated Railroad Company with the Fair Haven and Westville Railroad Company, May 20, 1904.

The Consolidated Railway Company with the Meriden Electric Railroad Company, May 27, 1904.

The Consolidated Railway Company with the Norwich Street Railway Company, September 29, 1904.

The Consolidated Railway Company with the Montville Street Railway Company, September 29, 1904.

The Consolidated Railway Company with the New London Street Railway Company, September 29, 1904.

The Consolidated Railway Company with the Middletown Street Railway Company, November 28, 1904.

All the so-called consolidations above noted were by purchase of the properties, rights, and franchises of the companies named, under the authority of the amendments and charters above cited.

The Consolidated Railway Company also leases the property, rights, and franchises of the Worcester and Webster Street Railway Company and the Webster and Dudley Street Railway Company for a term of twenty-five years from July 1, 1902, and of the West Shore Railway Company for ninety-nine years.

Officers of the Company.

Name.	Title.	Official Address.
C. S. MELLEN,	President,	New Haven, Conn.
CALVERT TOWNLEY,	Asst. to the President,	" "
E. H. MCHENBY,	First Vice-President,	" "
H. M. KOCHERSPERGER,	Second Vice-President,	" "
J. G. PARKER,	Secretary,	" "
A. S. MAY,	Treasurer,	" "
T. F. PARADISE,	Asst. Treasurer,	" "
C. L. CAMPBELL,	Auditor,	Hartford, "
J. K. PUNDERFORD,	General Manager,	New Haven, "
SAMUEL ANDERSON,	General Manager,	Killingly, "
E. G. BUCKLAND,	General Counsel,	New Haven, "
J. B. JUDGE,	Superintendent,	" "
W. P. BRISTOL,	Superintendent,	Meriden, "
J. B. POTTER,	Superintendent,	Webster, Mass.
H. BIGELOW,	Superintendent,	Norwich, Conn.
C. H. CHAPMAN,	Superintendent,	Middletown, "

Directors of the Company.

Name.	Address.
GEORGE J. BRUSH,	New Haven, Conn.
EDWIN MILNER,	Moosup, "
F. S. CURTIS,	New Haven, "
CHARLES F. BROOKER,	Ansonia, "
C. S. MELLEN,	New Haven, "
H. M. KOCHERSPERGER,	" "
JAMES S. HEMINGWAY,	" "
EDWARD D. ROBBINS,	Hartford, "
ARTHUR D. OSBORNE,	New Haven, "
FRANK W. CHENEY,	South Manchester, Conn.

I. DeVER WARNER, Bridgeport, Conn.
 D. NEWTON BARNEY, Farmington, "
 E. H. MCHENRY, New Haven, Conn.
 WILLIAM SKINNER, Holyoke, Mass.
 PERCY R. TODD, New Haven, Conn.

Date of close of fiscal year, June 30. •

Date of stockholders' annual meeting, third Monday of March.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value per Share.	Total Par Value Issued and Outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common,	Not fixed.	100,000	\$100.00	\$10,000,000.00	2%	\$200,000.00

Total number of stockholders, 16.

Total number of stockholders in this state, 14.

Amount of stock held in this state, \$9,699,800.00.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized by mortgages and notes.	Amount Outstanding.
W. & C. E. Ry. Co., 1st mortgage,	Oct. 1, 1902	40	Jan. 1, 1943	\$3,100,000	\$1,992,000
Winch. Ave., 1st mtge.,	Nov. 1, 1892	20	Nov. 1, 1912	500,000	500,000
N. H. St. Ry., 1st mtge.,	Sept. 1, 1893	20	Sept. 1, 1913	600,000	600,000
N. H. St. Ry. consol. mtg.,	June 1, 1894	20	June 1, 1914	250,000	250,000
N. H. & Cent., 1st mtge.,	Sept. 1, 1893	40	Sept. 1, 1933	625,000	283,000
Mer. Horse R. R., 1st mtg.,	Oct. 1, 1891	20	Oct. 1, 1911	100,000	85,000
Mer. H'se R. R., consol. m.,	Jan. 1, 1894	30	Jan. 1, 1924	500,000	314,000
Norwich St. Ry., 1st m.,	Oct. 2, 1893	30	Oct. 2, 1923	350,000	350,000
Montville " " " " " " " " " " " "	May 1, 1900	20	May 1, 1920	350,000	250,000
N. London " " " " " " " " " " " "	Oct. 2, 1893	30	Oct. 2, 1923	150,000	150,000
Mid. Horse R. R., " " " " " " " " " " " "	Dec. 1, 1894	20	Dec. 1, 1914	150,000	150,000
Portland St. Ry., " " " " " " " " " " " "	Nov. 1, 1896	20	Nov. 1, 1916	75,000	30,000
Consol. Ry. Co., debent's,	July 1, 1904	50	July 1, 1954	5,000,000	5,000,000
" " " " " " " " " " " "	Jan. 2, 1905	50	Jan. 1, 1955	4,000,000	2,601,000
" " " " " " " " " " " "	Feb. 1, 1905	25	Feb. 1, 1930	1,000,000	969,400
" " " " " " " " " " " "	April 1, 1905	50	April 1, 1955	3,500,000	3,500,000
Total,				\$20,250,000	\$17,024,400

INTEREST.

Rate.	When Payable.	Accrued during Year.
4½ per cent.	January and July.	\$89,640.00
5 per cent.	May and November.	25,000.00
5 per cent.	March and September.	30,000.00
5 per cent.	June and December.	12,500.00
5 per cent.	March and September.	14,150.00
5 per cent.	April and October.	4,250.00
5 per cent.	January and July.	17,986.55
5 per cent.	April and October.	17,500.00
5 per cent.	May and November.	12,500.00
5 per cent.	April and October.	7,500.00
5 per cent.	June and December.	7,500.00
5 per cent.	May and November.	1,500.00
4 per cent.	January and July.	144,475.74
4 per cent.	January and July.	28,420.01
3, 3½, and 4 per cent.	February and August.	12,117.50
4 per cent.	April and October.	85,000.00
Total,		\$460,089.80

Per mile of single track owned exclusive of sidings and turnouts 202.116 miles.

Capital stock outstanding, \$49,476.58

Funded debt outstanding, 84,230.83

Total, \$133,707.36

Construction and Equipment.

Account.	Total Cost to June 30, 1904.	Additions during Year.	Total Cost to June 30, 1905.
Organization,		\$442.65	
Engineering and superintendence,		8,444.07	
Right of way,		2,016.75	
Track and roadway construction,		109,880.62	
Electric line construction,		91,456.06	
Buildings and fixtures used in operation of road,		84,776.52	
Investment real estate,		157.27	
Power plant equipment,		21,666.00	
Shop tools and machinery,		755.20	
Cars,		86,880.45	
Electric equipment of cars,		75,682.46	
Miscellaneous equipment,		2,323.89	
Interest and discount,		51,575.00	
Miscellaneous,		9,811.70	
Properties acquired by purchase,		2,812,799.70	
Total,	\$13,609,350.68	\$2,853,618.34	\$16,462,969.02
Cost of road and equipment per mile of road owned exclusive of sidings and turnouts,			81,453.07

Construction and Equipment, Leased Lines.

Account.	Balance, June 30, 1904.	Additions during Year.	Total Cost to June 30, 1905.	Balance, June 30, 1905.
Engineering and superintendence,	\$221.00	.....	\$221.00	\$221.00
Track and roadway construct'n, } Electric line construction, }	.....	\$18,945.78	18,945.78	18,945.78
West Shore Railway Co. Received with assets of Fair Haven & Westville R. R. Co.,	107,056.57	.....	107,056.57	107,056.57
Total,	\$107,277.57	\$18,945.78	\$126,223.30	\$126,223.80

Income Account for Year ending June 30, 1905.

Gross earnings from operation,	\$2,024,502.85	
Operating expense,	1,169,174.49	
Net earnings from operation,		\$855,328.36
Miscellaneous income: Interest on deposits,	\$1,566.54	
Income from securities owned,	86,391.09	87,957.63
Gross income less operating expenses,		\$943,285.99
Deductions from income:		
On real and personal property, \$4,524.31		
Taxes: { On capital stock, 123,786.72		
On earnings, 847.67		
*Miscellaneous, 938.29	\$130,096.99	
Interest: { On funded debt, \$460,039.80		
On floating debt, 26,418.36	486,458.16	
Rent of leased lines,	20,000.00	636,555.15
Net income,		\$306,730.84
Deductions from net income:		
Dividends 2% on \$10,000,000 Common stock,		200,000.00
Surplus for year,		\$106,730.84

*Includes New London Street Railway Company, Norwich Street Railway Company, the Montville Street Railway Company consolidated September, 1904, and the Middletown Street Railway Company consolidated November, 1904.

Gross Earnings from Operation.**Car earnings:**

Passengers,	\$1,928,381.52
Chartered cars,	8,276.53
Freight,	53.50
Mail,	4,860.26
Express,	5,140.15
Operation of Branford Electric Railway Co., .	11,545.10
Miscellaneous,	221.15

 \$1,958,478.21
Miscellaneous earnings:

Advertising,	\$7,779.86
Rent of land and buildings,	1,220.16
Rent of tracks,	1,224.42
Rent of equipment,	630.67
Sale of power,	13,271.32
Park earnings,	38,792.81
Sprinkling streets,	2,871.00
Sundries,	234.40

 66,024.64

Total, \$2,024,502.85
Operating Expenses.**MAINTENANCE.****Way and structures:**

Maintenance of track and roadway,	\$87,357.48
Maintenance of electric line,	18,259.08
Maintenance of buildings and fixtures,	6,358.73

Total, \$111,975.29
Equipment:

Maintenance of steam plant,	\$6,776.16
Maintenance of electric plant,	1,790.25
Maintenance of cars,	60,363.87
Maintenance of electric equipment of cars,	57,591.16
Maintenance of miscellaneous equipment,	4,652.14
Miscellaneous shop expenses,	14,668.34

Total, \$145,841.92

TRANSPORTATION.

Operation of power plant:

Power plant wages,	\$38,743.86	
Fuel for power,	90,578.44	
Water for power,	4,483.96	
Lubricants and waste for power plant,	4,023.00	
Miscellaneous supplies and expenses of power plant,	3,407.80	
Hired power,	56,687.26	
Total,		\$197,924.32

Operation of cars:

Superintendence of transportation,	\$16,996.57	
Wages of conductors,	204,652.31	
Wages of motormen,	205,630.75	
Wages of miscellaneous car service employees,	18,101.52	
Wages of car house employees,	21,105.22	
Car service supplies,	7,987.05	
Miscellaneous car service expenses,	14,891.47	
Hired equipment,	1,857.44	
Cleaning and sanding track,	11,670.07	
Removal of snow and ice,	23,576.97	
Total,		526,469.37

General:

Salaries of general officers,	\$21,006.22	
Salaries of clerks,	20,219.74	
Printing and stationery,	4,851.41	
Miscellaneous office expenses,	3,834.06	
Stores expenses,	1,324.58	
Stable expenses,	2,509.52	
Advertising and attractions,	1,273.34	
Miscellaneous general expenses,	12,049.35	
Damages,	31,900.76	
Legal expenses in connection with damages,	3,992.67	
Miscellaneous legal expenses,	4,898.43	
Rent of land and buildings,	4,881.12	
Rent of tracks and terminals,	1,149.33	
Insurance,	18,636.74	
Operation of parks,	54,436.32	
Total,		\$186,963.59
Grand Total,		\$1,169,174.49

Detailed Statement of Rentals of Leased Lines.

Name of Lessor.	Portion used for payment of interest on debt of lessor.	Portion used for payment of dividends on capital stock lessor.	Portion not included in foregoing payment of interest or dividends.	Total amount of rental paid by lessee.
Webster & Dudley St. Ry. Co.,	\$1,500.00	\$2,500.00	.....	\$4,000.00
Worcester & Webster St. Ry. Co.,	7,500.00	.....	* \$3,000.00	10,500.00
West Shore Railway Company,	1,500.00	4,000.00	.....	5,500.00
Total,	\$10,500.00	\$6,500.00	\$3,000.00	\$20,000.00

* Taxes on leased lines should be included in "taxes" and not included here.

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$18,609,350.65	Cost of road and equipment,	\$16,462,969.02	\$2,858,618.84	.....
107,277.57	Construction and equipment, leased lines, .	126,228.80	18,945.78	.....
	Other permanent investments, as follows:			
1,068,217.95	Stocks and bonds of other companies,	9,977,550.95	8,909,838.00	.....
888,847.92	Due from leased and controlled lines,	946,498.89	57,645.97	.....
.....	Equipment, etc., leased,	8,100.00	8,100.00	.....
	Current assets as follows:			
21,787.83	Cash,	122,178.44	100,486.11	.....
5,865.15	Accounts receivable,	27,948.09	22,082.94	.....
12,299.18	Material and supplies,	42,088.74	29,789.56	.....
8,481.67	Prepaid accounts,	18,797.89	10,316.22	.....
.....	Cash in hands of agents,	450.00	450.00	.....
635.35	Accrued income on securities,	40,056.40	39,421.06	.....
56,872.50	Bank deposits, account coupons,	254,172.50	197,800.00	.....
\$15,779,065.80	Total,	\$28,026,974.22	\$12,247,888.92	.....

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$9,700,000.00	Capital stock, common,	\$10,000,000.00	\$300,000.00	.....
4,125,000.00	Funded debt,	17,024,400.00	12,899,400.00	.....
.....	West Shore Railway Co., equip., etc., leased, . .	8,100.00	8,100.00	.....
.....	Current liabilities as fol- lows:			
1,570,000.00	Loans and notes payable, . . . . .	.....	.....	\$1,570,000.00
96,770.12	Accounts payable,	128,911.89	27,141.77	.....
56,872.50	Matured interest on funded debt, unpaid, . .	255,957.50	199,585.00	.....
.....	Dividends unpaid,	200,000.00	200,000.00	.....
.....	Accrued liabilities as fol- lows:			
59,749.20	Taxes accrued and not yet due,	124,448.46	64,699.26	.....
20,987.51	Interest on funded debt accrued and not yet due, .	74,804.62	58,817.11	.....
7,815.53	Miscellaneous interest, accrued and not yet due, .	.....	.....	7,815.53
2,791.66	Rentals accrued and not yet due,	2,791.66	.....	.....
1,847.92	Suspense account,	816.00	.....	1,531.92
187,750.86	Surplus,	*212,244.09	74,493.23	.....
\$15,779,085.80	Total,	\$28,026,974.22	\$12,247,888.92	.....

* The discrepancy between the surplus arising from operation as shown on page 358, and that appearing on this page is accounted for by the terms of the purchase of the various properties embraced in the consolidation.

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	8,646,417
Total car mileage,	8,646,417
Passenger car hours,	967,420
Total car hours,	967,420
Fare passengers carried,	38,778,053
Transfer passengers carried,	9,188,446
Total passengers carried,	47,966,499
Average fare, revenue passengers,	4.97
Average fare, all passengers (including transfer passengers),	4.02
Car earnings per car mile,	22.65
Miscellaneous earnings per car mile,	.76
Gross earnings per car mile,	23.41
Car earnings per car hour,	2.02
Miscellaneous earnings per car hour,	.07
Gross earnings per car hour,	2.09
Operating expenses per car mile,	13.52
Operating expenses and taxes per car mile,	15.02
Operating expenses per car hour,	1.21
Operating expenses and taxes per car hour,	1.34

Operating expenses per cent. of gross earnings,	57.75
Operating expenses and taxes per cent. of gross earnings,	64.12
Average number of employees, not including officials, during year,	1,440
Aggregate amount of wages paid employees,	\$728,151.59
Amount of salaries paid officials as enumerated on page 360,	21,336.30

CROSSINGS, ETC.

	Number.
Steam railroad crossings at grade unprotected,	3
Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm,	5
Steam railroad crossings at grade protected by signal or interlocking devices,	0
Steam railroad crossings at grade protected by derailing devices on street railway,	0
Steam railroad crossings over grade,	25
Steam railroad crossings under grade,	13

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold:

Twenty-five ride tickets, Meriden to Wallingford for \$2.25.
 Three ride strip tickets, Meriden to Wallingford for ten cents.
 Twenty-five ride book, Meriden to Yalesville for \$2.00.
 Twenty-five ride book, Meriden to Tracy for \$1.50.
 Twenty-five ride book, Tracy to Wallingford for \$1.50.
 Twenty-five ride tickets, South Meriden to Wallingford for \$2.00.
 Pupil's tickets in books of forty sold for \$1.00 on all lines.
 Special twelve-ride strip tickets sold for fifty cents on one Mass. line.
 Special tickets, three cents each on one Mass. line.

Description of Road and Equipment.

TRACK.

	Owued.	Leased.	Operated under Trackage Rights.	Total Operated.
Length of road (first main track),	168.303	24.242	6.751	194.296
Length of second main track, .	88.818	8.712	1.770	44.296
Total length of main track,	202.116	27.954	8.521	238.591
Length of sidings and turnouts,	6.972	.879	.899	8.750
Total computed as single track,	209.088	28.833	9.420	247.341

RAILS.

Name of.	Weight Per Yard.	Steel (Miles of).	Total.
"T"	40 lb to 80 lb	245.581	245.581
Girder Tram,	80 lb to 90 lb	.920	.920
Girder Groove,	85 lb	.560	.560
Total miles of, . . . . .	.....	247.061	247.061

GUAGE OF TRACK — 4 feet 8½ inches.

PAVING.

	Miles.
Asphalt, sheet,	2.003
Brick,	8.581
Belgium,	9.195
Macadam,	74.773
Stone ballast,	11.467
Cobble,	2.837
Total miles,	108.856

CARS, ETC.

	With Electric Equipment.	Without Electric Equipment.	Total Number.
Closed passenger cars, equipped with full vestibule,	125	15	140
Closed passenger cars, equipped with half vestibule,	30	16	46
Closed passenger cars not equipped with vestibule,	68	1	69
Open passenger cars,	278	9	287
Trailers, . . . . .	....	6	6
Total passenger cars,	501	47	548
Express cars,	1	....	1
Baggage cars, . . . . .	....	1	1
Combination cars,	2	1	3
Work cars,	8	10	18
Snow plows,	14	9	23
Sweepers,	1	11	12
Miscellaneous,	4	6	10
Total,	581	85	616

EMPLOYEES.

	Average number of Hours on Duty per Day.	Wages per Day.
Conductors,	10	\$2.00
Motormen,	10	2.00
Starters,	10	2.25
Watchmen,	10	2.00
Switchmen,	10	1.75
Roadmen,	10	1.50
Linemen,	10	2.00
Engineers,	10	2.50
Firemen,	10	2.00
Electricians,	10	2.00
Machinists and mechanics,	10	2.25

List of All Accidents During Year ended June 30, 1905.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	..	48	4	105	4	148
Employees,	..	1	0	1	0	2
Other persons,	..	10	7	55	7	65
Total,	..	54	11	161	11	215

Amount paid for injuries and damages caused by accidents:

Paid by the company, \$31,900.76

Description of Accidents.

- July 3, 1904. Middletown, Mrs. B. W. Hand stepped off moving car; bruised.
- July 4, 1904. New Haven, J. J. Riby attempted to board moving car; cut on head.
- July 4, 1904. New Haven, man fell from car; bruised about face.
- July 4, 1904. New Haven, woman stepping from car turned her ankle.
- July 5, 1904. New Haven, J. D. Zeck jumped from moving car; arm hurt.
- July 5, 1904. New Haven, Miss D. McHugh jumped off moving car; head was cut.
- July 7, 1904. New Haven, man fell off running board; head cut.
- July 8, 1904. New Haven, collision of cars; woman saw flash and jumped, leg broken.
- July 8, 1904. New Haven, F. J. Callahan thrown from car with baby in arms; cut on elbow and over one eye.
- July 8, 1904. New Haven, Mary Boland thrown from car; leg injured.
- July 8, 1904. New Haven, B. H. Lee had hip and wrist injured.

- July 9, 1904. New Haven, man tried to board moving car; nose skinned.
- July 11, 1904. New Haven, collision of car and carriage; woman's arm injured.
- July 11, 1904. New Haven, collision of cars; woman's nose cut.
- July 12, 1904. New Haven, lady struck on shoulder by falling guard rail.
- July 12, 1904. Putnam, woman burned on arm, breaker blew out.
- July 14, 1904. Norwich, Mrs. Bowen stepped off moving car; bruised.
- July 14, 1904. New Haven, hood switch blew out on car, Mrs. Zeigler had collar-bone broken; Miss Callahan had arm and head cut; Miss May Rourke had head cut.
- July 14, 1904. New Haven, woman jumped off car; bruised over one eye.
- July 15, 1904. New Haven, woman jumped off car after hat and was bruised.
- July 15, 1904. Norwich, Mrs. Maffit getting off moving car, shaken up.
- July 19, 1904. Middletown, Mr. Nele Nelsons stepped from moving car; sprained ankle.
- July 26, 1904. New Haven, woman stepped off moving car; wrist injured.
- July 27, 1904. New Haven, man's foot run over by car.
- July 27, 1904. Woman injured by car; head cut.
- July 27, 1904. New Haven, man jumped off moving car; nose scratched.
- July 28, 1904. New Haven, man stepped off moving car; face scratched.
- July 29, 1904. New Haven, woman jumped off car; wrist injured.
- July 30, 1904. New Haven, four women injured in collision of cars, Mrs. Frank York, Mrs. Rogers, Mrs. Heinze, Mrs. Andrews.
- July 31, 1904. New Haven, man fell from car; head hurt.
- Aug. 8, 1904. Putnam, man drunk, fell from car; shoulder hurt.
- Aug. 9, 1904. New Haven, intoxicated man fell out of car; head hurt.
- Aug. 9, 1904. New Haven, woman injured by car.
- Aug. 10, 1904. New Haven, man jumped off moving car; leg injured.
- Aug. 11, 1904. New Haven, man's head cut by falling register in car.
- Aug. 11, 1904. New Haven, woman jumped off car while in motion; elbow injured.
- Aug. 11, 1904. New Haven, man struck by car; arm injured.
- Aug. 15, 1904. New Haven, woman stepped off moving car; mouth cut.
- Aug. 16, 1904. New Haven, collision of car and bicycle; man injured.
- Aug. 16, 1904. New Haven, man stepped off car while in motion; face bruised.
- Aug. 14, 1904. Yaleville, Patrick Daley drove across track in front of car; back and leg injured.
- Aug. 21, 1904. New Haven, man stepped off car while in motion; head cut.
- Aug. 22, 1904. New Haven, man got off wrong side of car, man sent to hospital.
- Aug. 22, 1904. New Haven, man on bicycle collided with car, struck head on running board.

Aug. 23, 1904. New Haven, man jumped off car after hat; head injured.

Aug. 24, 1904. New Haven, man on inside running board hit by car; side of head scratched.

Aug. 25, 1904. Putnam, woman fell from car after it had stopped; hip hurt.

Aug. 27, 1904. Putnam, man hit by running board; head cut.

Aug. 27, 1904. Wallingford, Stanley Corazk jumped off car while in motion, fell down and cut his face.

Aug. 27, 1904. New Haven, man jumped off moving car and fell; eye cut.

Aug. 28, 1904. New Haven, woman stepped in front of car and was struck; arm and head cut.

Aug. 28, 1904. New Haven, rear-end collision, Miss Curnan, Miss Pond, Miss McGrath cut by broken glass. Miss F. Poizer, head cut.

Aug. 28, 1904. New Haven, man jumped off car while in motion; face scratched.

Aug. 30, 1904. Middletown, Mrs. Gustav Fredericks walked in front of moving car, severely bruised.

Sept. 3, 1904. New Haven, woman getting off car, slipped and hurt back.

Sept. 5, 1904. Putnam, woman and daughter thrown from carriage; horse frightened by cars, woman injured on hip, and daughter on hand.

Sept. 7, 1904. Norwich, Annie Kelley got off moving car backwards, slightly bruised.

Sept. 7, 1904. New Haven, man ran in front of car and was struck; head and limbs injured.

Sept. 9, 1904. New Haven, woman stepped off car while in motion; hip injured.

Sept. 10, 1904. Norwich, Mrs. Worthington struck in back by seat turned over; bruised.

Sept. 10, 1904. Middletown, woman fell from car.

Sept. 11, 1904. New Haven, woman jumped off car while in motion; head injured.

Sept. 12, 1904. New Haven, man struck by car going in opposite direction; arm broken.

Sept. 12, 1904. New Haven, three ladies jumped from car and were injured, because fire blazed up in front of car.

Sept. 14, 1904. New Haven, employee hurt between two cars in car barn; shoulder hurt.

Sept. 14, 1904. Norwich, Max Greenberg drove team in front of car.

Sept. 14, 1904. Montville, Mr. Joice jumped off moving car; injured.

Sept. 17, 1904. Meriden, T. Karsperski jumped off car while in motion; head bruised.

Sept. 20, 1904. Middletown, Mr. Seymour stepped in front of car; bruised.

Sept. 20, 1904. Norwich, Miss E. Murphy walked in front of slowly moving car; injured.

Sept. 26, 1904. New Haven, a truck driver struck by car; face cut.

Sept. 27, 1904. New Haven, man fell from bicycle onto car; wrist injured.

Sept. 28, 1904. Putnam, man knocked down by team, horse frightened by cars.

Sept. 29, 1904. Putnam, woman fell from car; knee injured.

Sept. 30, 1904. New Haven, driver of team struck by car and slightly injured.

Sept. 30, 1904. New Haven, man tried to board car in motion; head cut.

Oct. 4, 1904. New Haven, man stepped off moving car; wrist injured.

Oct. 5, 1904. New Haven, man stepped off moving car; face cut.

Oct. 5, 1904. New Haven, man stepped off moving car; three fingers injured.

Oct. 6, 1904. New Haven, car struck wagon; driver's face cut.

Oct. 11, 1904. New Haven, car struck team; driver's eye cut.

Oct. 14, 1904. New Haven, man boarding car, slipped and fell; ankle hurt.

Oct. 15, 1904. New Haven, car struck team; driver fatally injured.

Oct. 19, 1904. Putnam, woman injured in collision of regular and work car.

Oct. 20, 1904. New Haven, man fell from car; leg injured.

Oct. 21, 1904. Putnam, man and boy thrown from wagon, hit by car; man injured side and back, boy face and hand.

Oct. 27, 1904. New Haven, man ran in front of car, was struck and head cut.

Oct. 29, 1904. Meriden, Mrs. Kiminski fell while getting off car; ankle sprained.

Nov. 3, 1904. New Haven, man jumped off car backwards; head scratched.

Nov. 5, 1904. New Haven, man jumped off car in motion; head injured.

Nov. 7, 1904. Norwich, Johnny Ryan ran in front of moving car; foot crushed.

Nov. 7, 1904. New London, car struck A. L. Potter & Co.'s coal team; slightly bruised.

Nov. 8, 1904. Meriden, James Ford, 51 Stone St., fell while attempting to jump off car; face bruised and leg hurt.

Nov. 9, 1904. Putnam, man cut on cheek and back hurt; man's hand bruised; axle broken.

Nov. 14, 1904. New Haven, collision of car and a wagon; driver's hand cut.

Nov. 14, 1904. New Haven, intoxicated man stepped in front of car; bruised about head and face.

Nov. 17, 1904. Meriden, E. S. Blakeslee, aged two years, ran directly in front of car; car struck child, injuring it so badly it died in a few days.

Nov. 22, 1904. New Haven, woman attempted to board moving car; arm hurt.

Nov. 24, 1904. New Haven, man jumped off car in motion; head injured.

Nov. 25, 1904. Putnam, man fell from car; shoulder hurt.

Nov. 26, 1904. New Haven, car struck team; driver's wrist injured.

Nov. 28, 1904. New Haven, trolley catcher came off and broke windows in car; man's forehead scratched by broken glass.

Nov. 28, 1904. Middletown, Mr. Jasper Tryon in team collided with car.

Nov. 29, 1904. New Haven, boy attempting to steal a ride run over; foot crushed.

Dec. 2, 1904. New Haven, man stumbled on car; nose scratched.

Dec. 3, 1904. Meriden, car struck wagon of Adams Express Co., and driver, Raymond Dingwell, was thrown off and badly bruised.

Dec. 11, 1904. Norwich, John Williams, intoxicated, fell off passing team; head cut.

Dec. 12, 1904. New Haven, team turning in front of car was struck; driver's leg hurt.

Dec. 17, 1904. New Haven, man fell when car gave sudden start; face scratched and side injured.

Dec. 4, 1904. New Haven, woman had finger hurt in door of car.

Dec. 21, 1904. New Haven, man slipped on step in getting off car; head hurt and hand cut.

Dec. 22, 1904. New Haven, car collided with team; driver's leg injured.

Dec. 22, 1904. New Haven, man had leg hurt running after car.

Dec. 24, 1904. New Haven, car struck truck, driver's leg hurt.

Dec. 29, 1904. New Haven, team driven in front of car; struck and driver badly hurt.

Dec. 29, 1904. Meriden, Fred Freible was driving on track; car struck wagon and demolished it.

Dec. 29, 1904. Putnam, man hit in eye by glass from broken light.

Jan. 5, 1905. Norwich, Moses Grapes struck by car and killed.

Jan. 7, 1905. Norwich, Peter Crives tried to board moving car, fell and broke rib.

Jan. 8, 1905. New Haven, man fell off car; died soon after.

Jan. 9, 1905. New Haven, man stepped backwards and was struck by handle of car.

Jan. 9, 1905. Putnam, man thrown from wagon; side hurt.

Jan. 13, 1905. New Haven, collision of car and carriage; man injured.

Jan. 13, 1905. New Haven, man stepped off car backwards while car was in motion; slightly injured.

Jan. 13, 1905. New Haven, man drove team across track and was struck; hands injured.

Jan. 19, 1905. Meriden, John F. Heim, conductor, in turning on electric heater switch burned his hand badly.

Jan. 22, 1905. Norwich, Jerry Chapman jumped off moving car; head cut.

Jan. 24, 1905. Putnam, man slipped on step of car; hand scratched.

Jan. 26, 1905. Meriden, Jared Bishop, while driving on the tracks, between two banks of snow, was struck by car; slightly injured.

Jan. 30, 1905. New Haven, car struck horse and wagon; driver injured and taken to hospital.

Feb. 2, 1905. New Haven, man ran in front of car and was struck, was sent to hospital.

Feb. 3, 1905. Putnam, man knocked down by car.

Feb. 4, 1905. Putnam, horse and wagon hit by car; wagon damaged.

Feb. 5, 1905. New Haven, man walking near track was struck by car; sent to the hospital.

Feb. 15, 1905. Norwich, Wm. Chapman drove team in front of car; killed.

Feb. 17, 1905. Middletown, Mrs. P. Fitzgerald collided with car; broken shoulder blade.

Feb. 19, 1905. Meriden, Mrs. Babetta Rosenberger drove her horse and sleigh on to snow bank near car house on Pratt Street; sleigh was tipped over and Mrs. Rosenberger was thrown out, breaking her arm.

Feb. 20, 1905. New Haven, man driving team near track struck by car and injured; sent to hospital.

Feb. 21, 1905. New Haven, woman stepped off car backwards; back injured.

Feb. 22, 1905. Putnam, man drove into car; horse thrown.

Mar. 5, 1905. New Haven, car hit team; driver's leg hurt.

Mar. 5, 1905. New Haven, collision of cars; two ladies slightly injured.

Mar. 5, 1905. Norwich, rear-end collision; Mary Kirby and Mrs. A. C. Bently injured.

Mar. 6, 1905. Putnam, wagon hit by car; one wheel broken.

Mar. 8, 1905. Norwich, man struck by car and rib broken.

Mar. 13, 1905. Putnam, woman cut on head, woman hurt on knee, man bruised on body; car off track.

Mar. 15, 1905. New Haven, man attempted to board moving car; forehead cut.

Mar. 18, 1905. Putnam, woman fell onto hands and knees, dress caught.

Mar. 19, 1905. Putnam, man thrown from carriage, horse frightened by cars.

Mar. 21, 1905. New Haven, man hurt attempting to board moving car.

Mar. 22, 1905. New Haven, man drove team in front of car; head, neck, and face cut.

Mar. 22, 1905. Putnam, woman thrown from carriage; horse frightened by cars.

Mar. 22, 1905. Meriden, Mrs. Duncan, horse backing into car; wheels, shafts, and dash-board damaged.

Mar. 28, 1905. New Haven, man thrown to street while attempting to board moving car; face cut.

Mar. 30, 1905. New Haven, man jumped off car; head cut.

Mar. 31, 1905. Norwich, Mrs. E. Fletchell tried to board moving car backwards; wrenched knee.

Apr. 1, 1905. Meriden, Fred Millington was pushed off the car by Vincent Killeen.

Apr. 1, 1905. New Haven, man on bicycle rode in front of car and was hurt.

Apr. 8, 1905. New Haven, man stepped off car while in motion; hands cut.

Apr. 8, 1905. New Haven, man walking across track, struck by car; slightly cut and scratched.

Apr. 10, 1905. New Haven, man injured hanging on to front step of car.

Apr. 12, 1905. New Haven, team struck by car; driver slightly injured.

Apr. 15, 1905. New Haven, passenger stepped off car backwards; head cut.

Apr. 22, 1905. New Haven, boy ran in front of car and was struck by bumper; back scratched.

Apr. 25, 1905. Middletown, Rev. W. F. Greene fell off bicycle and hit end of moving car.

Apr. 27, 1905. Norwich, Adam Reid got off moving car backwards; wrenched knee.

Apr. 29, 1905. New Haven, intoxicated man fell while attempting to board car; leg and shoulder injured.

May 4, 1905. New Haven, man stepped off car while in motion; head cut.

May 6, 1905. New Haven, car struck wagon driven in front of car; driver's foot injured.

May 7, 1905. New Haven, intoxicated man lying on track struck by car and killed.

May 7, 1905. Norwich, Mr. Burlingame walked in front of car; ear cut and ribs broken.

May 15, 1905. Meriden, Mrs. Barlow, Main st., Waterbury, Conn., fell while attempting to get off car while in motion, not injured.

May 20, 1905. Meriden, Hubert Wightman, So. Meriden, Conn., hit by car while attempting to recover hat, not injured.

May 20, 1905. New Haven, man jumped off car while in motion; eye cut.

May 22, 1905. Meriden, Julius Ketehoot, Horton ave., Meriden, stepped off car and fell to the ground, shoulder and head hurt.

May 23, 1905. Meriden, Mrs. Gollinick, 459 Main st., Meriden, fell off car; her head was badly bruised.

May 24, 1905. New Haven, wagon driven in front of car; driver's arm hurt.

May 27, 1905. New Haven, man hit by repair wagon; ribs broken.

May 28, 1905. New Haven, man stepped off car while in motion; face and nose cut.

May 29, 1905. New Haven, woman struck by car; head injured.

May 29, 1905. Meriden, Mrs. Wm. Henry and Mrs. Bridget Downey were slightly injured while riding on car on Colony st. The fender of car struck a sewer man hole which projected above rails, which threw both of the above named on to the seat ahead of where they were sitting.

May 30, 1905. New Haven, man jumped in front of car; died at hospital.

May 30, 1905. Meriden, Harry C. Maydwell attempted to board a motor car while it was in motion. He fell down and a trailer ran over him; he was badly injured and died a few minutes later.

May 31, 1905. Meriden, Mrs. Alex Porter, 206 Hall ave., Meriden, jumped off car while in motion, not injured.

June 2, 1905. New Haven, man had leg cut off by car.

June 4, 1905. Norwich, rear-end collision; Crocker boy slight cut over eye, Kelly boy bruised and slightly cut.

June 6, 1905. Meriden, Saleske A. Polander, Tracy, Conn., jumped off car while in motion, not injured.

June 9, 1905. New Haven, man tried to board moving car; face hurt.

June 10, 1905. New Haven, woman turned her ankle in stepping on car.

June 11, 1905. New Haven, man jumped off car while in motion; ankle hurt.

June 11, 1905. Meriden, John Savage, 64 Valley st., Wallingford, got off car and fell to ground; shoulder hurt.

June 12, 1905. New Haven, man running across track struck by car; head hurt.

June 13, 1905. New Haven, man on bicycle ran into car; hands slightly hurt.

May 15, 1905. New Haven, woman jumped off car while in motion; hurt head and arm.

May 16, 1905. New Haven, man jumped off car while in motion; head cut.

June 18, 1905. New Haven, man jumped off car backwards; rendered unconscious, sent to hospital.

June 18, 1905. Meriden, Charles Nightingale, Hartford, Conn., stepped off car and fell on his side.

June 19, 1905. New Haven, while changing cars man fell and injured hand and leg.

June 21, 1905. New Haven, collision of cars; two men injured and sent to hospital.

June 22, 1905. Putnam, man and woman thrown from carriage, horse frightened by cars.

May 24, 1905. New Haven, man slipped under guard rail while asleep and was struck by car; arm broken, head cut; died at hospital.

June 25, 1905. Meriden, Etta M. Pickhardt, Mrs. F. L. Kumm, and Gertrude Mantaufel of Meriden, were slightly injured in rear-end collision.

June 24, 1905. Meriden, Fred Rabutz was riding on the running board of car and in some way fell off, severely injuring ankle.

June 25, 1905. New Haven, man jumped off moving car; head cut.

June 26, 1905. New Haven, man stepped off car while in motion; head cut.

June 26, 1905. New Haven, as car turned curve, woman fell and broke leg.

June 27, 1905. New Haven, car collided with wagon, throwing out two men and injuring them; taken to hospital.

June 28, 1905. New Haven, woman stepped in front of car; taken to Emergency Hospital.

June 29, 1905. New Haven, man attempting to cross track in front of car; struck, head cut.

June 29, 1905. New Haven, man fell off car while in motion; died.

June 30, 1905. New Haven, car struck wagon driven on track; driver's leg hurt.

June 30, 1905. Norwich, Mrs. Latham tried to get off moving car; broke small bone in wrist.

Oath.

STATE OF CONNECTICUT, } ss.
COUNTY OF NEW HAVEN, }

Personally appeared before me, H. M. Kochersperger, Second Vice-President, and A. S. May, Treasurer of the Consolidated Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending June 30, A.D. 1905, according to the best of their knowledge and belief.

H. M. KOCHERSPERGER,
Second Vice-President.

A. S. MAY,
Treasurer.

Sworn and subscribed to before me, this 23d day of October, A.D. 1905.

ARTHUR W. BOWMAN,
Notary Public.

DANBURY & BETHEL STREET RAILWAY CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1905.

Capital authorized by charter,	\$623,000.00
Capital stock outstanding,	320,000.00
Bonds outstanding,	200,000.00
Floating indebtedness,	28,000.00
Total stock, bonds, and floating debt,	548,000.00
*Capital stock issued per mile of road owned,	30,083.67
*Bonds issued per mile of road owned,	18,802.29
Cost of construction,	375,581.52
Cost of equipment,	179,390.03
Total cost of construction and equipment,	554,971.55
*Cost of construction and equipment per mile of road owned,	52,173.69
Gross earnings from operation,	92,747.00
Operating expenses,	67,796.32
Net earnings,	24,950.68
Gross income from all sources,	24,950.68
Per cent. of operating expenses to gross earnings.	.730
*Gross earnings per mile operated,	8,719.28
*Operating expenses per mile operated,	6,373.63
*Net earnings per mile operated,	2,345.65
Gross earnings per mile run,	.254
Operating expenses per mile run,	.186
Net earnings per mile run,	.068
Gross earnings per car hour,	2.294
Operating expenses per car hour,	1.677
Net earnings per car hour,	.617
Taxes paid state,	3,333.64
Interest paid,	11,020.33
Total length of main track owned,	10.637
Total length of main track operated,	10.637
Total car mileage,	363.845
Total car hours,	40,427
Fare passengers carried,	1,698,863
Fare passengers per mile run (passenger),	4.669
Fare passengers per car hour (passenger),	42.02
* Fare passengers per mile of main track operated,	159.712
Number of employees,	45
Accidents: Killed,	1
Injured,	9

Description of Lines.

From —	To —	Length of road (first main track).	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
Danbury	Bethel	5.641	.....	.....	.224	5.865
White St.	L. Kenosia	4.996	.....	.....	.872	5.868

Corporate Name and Address of Company.

Danbury and Bethel Street Railway Company, Danbury, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Date of organization, May 7, 1886.

Organized under the laws of the State of Connecticut.

Officers of the Company.

Name.	Title.	Official Address.
S. C. HOLLEY,	President,	Danbury, Conn.
S. HARRISON WAGNER,	First Vice-President,	New Haven, Conn.
M. H. GRIFFING,	Secretary and Treasurer,	Danbury, Conn.
GEORGE H. KLINZING,	Superintendent,	" "

Directors of the Company.

Name.	Residence.
S. C. HOLLEY,	Danbury, Conn.
M. H. GRIFFING,	" "
S. H. WAGNER,	New Haven, Conn.
A. W. HOLLEY,	Danbury, Conn.
GEORGE R. TWEEDY,	" "
A. E. TWEEDY,	" "
E. A. STRATTON,	" "

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Wednesday in October.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value per Share.	Total Par Value Issued and Outstanding.
Common,	\$328,000.00	12,800	\$25.00	\$320,000.00

Total number of stockholders, 85.

Total number of stockholders in this state, 58.

Amount of stock held in this state, \$262,375.00.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
1st Mtg. 5% Bonds,	May 1, 1894	20	May 1, 1914	\$200,000.00	\$200,000.00

INTEREST.

Rate.	When Payable.	Accrued during year.
5 per cent.	May and November	\$10,000.00

Per mile of single track owned exclusive of sidings and turnouts, 10,637 miles:

Capital stock outstanding,	\$30,083.67
Funded debt outstanding,	18,802.29

Total,	\$48,885.96
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Construction and Equipment.

Account.	Total cost to June 30, 1904.	Additions during year.	Total cost to June 30, 1905.
Construction,	\$388,871.71	\$254.78	\$389,126.49
Buildings and fixtures used in operation of road,	36,455.03	.....	36,455.03
Power plant equipment,	47,968.08	.....	47,968.08
Equipment,	131,295.95	126.00	131,421.95
Total,	\$554,590.77	\$380.78	\$554,971.55
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, . . . . .	.....	.....	\$52,178.69

Income Account for Year ending June 30, 1905.

Gross earnings from operation (per schedule "A"), \$92,747.00

Operating expenses (per schedule "B"), 67,796.32

Net earnings from operation,	\$24,950.68
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Gross income less operating expenses,	\$24,950.68
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Deductions from income:

Taxes: On real and personal property, \$55.20

Taxes: On capital stock,	3,333.64	\$3,388.84
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Interest: On funded debt, . . .	\$10,000.00		
On floating debt, . . .	1,020.33	\$11,020.33	\$14,409.17
Net income,			\$10,541.51
Surplus or deficit for year,			\$10,541.51
Surplus or deficit at beginning of year, . . .		\$22,605.77	
*Profit or loss adjustments during year: debits, .			\$22,605.77
Surplus or deficit at close of year,			\$33,147.28

Gross Earnings from Operation.

Car earnings,		\$84,351.15
Miscellaneous earnings: advertising,	\$766.64	
Sale of power,	570.81	
Summer attractions,	6,558.05	
Sale of old metal,	500.35	\$8,395.85
Total,		\$92,747.00

Operating Expenses.**MAINTENANCE.**

Way and structures:		
Maintenance of track and roadway,	\$4,611.47	
Maintenance of electric line,	1,617.05	
Maintenance of buildings and fixtures,	317.00	
Total,		\$6,545.52
Equipment:		
Maintenance of steam plant,	\$2,081.79	
Maintenance of electric plant,	661.40	
Maintenance of cars,	6,529.87	
Maintenance of electric equipment of cars,	4,362.52	
Total,		\$13,635.58

TRANSPORTATION.

Operation of power plant:		
Power plant wages,	\$3,461.90	
Fuel for power,	7,052.10	
Water for power,	44.50	
Lubricants and waste for power plant,	178.92	
Total,		\$10,737.42
Operation of cars:		
Wages of conductors,	\$10,006.02	
Wages of motormen,	9,282.45	
Wages of car house employees,	890.86	
Cleaning and sanding track,	612.00	
Removal of snow and ice,	875.90	
Total,		\$21,667.23
General:		
Salaries of general officers,	\$3,035.89	
Salaries of clerks,	506.43	
Printing and stationery,	238.47	

Miscellaneous office expenses,	431.16	
Stable expenses,	220.65	
Advertising and attractions,	6,331.96	
Miscellaneous general expenses,	131.13	
Damages,	1,849.92	
Legal expenses in connection with damages,	500.00	
Miscellaneous legal expenses,	61.75	
Cr. Insurance Reserve Fund,	1,013.56	
Insurance,	889.65	
Total,		\$15,210.57
Grand total,		\$67,796.32

Detailed Statement of Rentals of Leased Lines.

None.

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, year ending June 30, 1905.	Decrease, year ending June 30, 1905.
\$554,590.77	Construction and equip- ment, per Schedule D,	\$554,971.55	\$380.78	.....
	Other permanent invest- ments as follows:			
20,518.09	Kenmere property, . .	22,699.86	2,181.77	.....
4,979.82	Current assets, as follows:			
205.25	Accounts receivable, . .	5,809.49	829.67	.....
268.00	Tools, instruments, etc., . .	205.25		.....
596.25	Water development, . .	329.00	61.00	.....
	Extensions,	596.25		.....
\$581,158.18	Total,	\$584,611.40	\$3,453.22	.....

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, year ending June 30, 1905.	Decrease, year ending June 30, 1905.
\$320,000.00	Capital stock, common,	\$320,000.00		.....
200,000.00	Funded debt,	200,000.00		.....
	Current Liabilities as fol- lows:			
33,000.00	Loans and notes pay- able,	28,000.00		\$5,000.00
5,552.41	Balance overdrawn, . .	2,450.56		3,101.85
.....	Insurance fund,	1,013.56	\$1,013.56	.....
22,605.77	Profit and loss,	33,147.28	10,541.51	.....
\$581,158.18	Total,	\$584,611.40	\$11,555.07	\$8,101.85

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	363,845
Total car mileage,	363,845
Passenger car hours,	40,427
Total car hours,	40,427
Fare passengers carried,	1,698,863
Transfer passengers carried,	537,636
Total passengers carried,	2,236,499
Average fare, revenue passengers,	.0496
Average fare, all passengers (including transfer passengers),	.0377
Car earnings per car mile,	.231
Miscellaneous earnings per car mile,	.023
Gross earnings per car mile,	.254
Car earnings per car hour,	2.086
Miscellaneous earnings per car hour,	.207
Gross earnings per car hour,	2.293
Operating expenses per car mile,	.186
Operating expenses and taxes per car mile,	.195
Operating expenses per car hour,	1.677
Operating expenses and taxes per car hour,	1.760
Operating expenses per cent. of gross earnings,	.730
Operating expenses and taxes per cent. of gross earnings,	.767
Average number of employees, not including officials, during year,	45
Aggregate amount of wages paid employees,	\$35,065.85
Amount of salaries paid officials as enumerated on page 377,	3,035.89

CROSSINGS, ETC.

Steam railroad crossings at grade unprotected,	None.
Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm,	3
Steam railroad crossings at grade protected by signal or interlocking devices,	None.
Steam railroad crossings at grade protected by derailing devices on street railway,	3
Steam railroad crossings over grade,	None.
Steam railroad crossings under grade,	1

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold: Tickets. 21 tickets for \$1.00.

Description of Road and Equipment.

TRACK.

*Length of road (first main track,	10.441
Length of second main track,	.196
Total length of main track,	10.637
Length of sidings and turnouts,	1.096
Total computed as single track,	11.733

RAILS.

Name of.	Weight per yard.	Steel (miles of).	Total.
	48	2.000	2.000
"T,"	60	8.738	8.738
Girder Tram,	80	1.000	1.000
Total miles of,		11.738	11.738

GAUGE OF TRACK — 4 feet 8½ inches.

PAVING.

	Miles.
Belgium block,	1.
Cobble stone,	8.733
Stone ballast, track without paving,	2.
Total miles,	11.733

CARS, ETC.

	With Electric Equip-ment.	Without Electric Equip-ment.	Total Number.
Closed passenger cars equipped with half vestibule,	12	.....	12
Closed passenger cars not equipped with vestibule,	.....	8	8
Open passenger cars,	12	9	21
Total passenger cars,	24	12	36
Work cars,	1	.....	1
Snow plows,	1	.....	1
Sweepers,	2	.....	2
Total,	28	12	40

EMPLOYEES.

	Average Number of Hours on Duty per Day.	Wages per Day.
Conductors,	11	\$2.20
Motormen,	11	2.20
Watchmen,	12	1.66
Roadmen,	10	1.66
Linemen,	10	1.75
Engineers,	12	2.68
Firemen,	12	2.00
Machinists and mechanics,	10	2.68

List of all Accidents During Year ended June 30, 1905:

Amount paid for injuries and damages caused by accidents:

Paid by insurance companies,	None.
Paid by the company,	\$1,849.92
Total,	\$1,849.92

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESS- NESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,			1	5	1	5
Employees,						
Other persons,				4	.....	4
Total,			1	9	1	9

List of Accidents.

July 14, 1904. Mrs. Fortiner stepped off car cor. Main street and West street; slight bruises.

July 14, 1904. Wm. Bassett standing on running board of car was struck by car going in opposite direction; slightly injured.

Sept. 28, 1904. Jeter Brush and Charles Hallock drove in front of car, wagon struck and both thrown out. Mr. Brush bruised on hip, Mr. Hallock collar-bone broken. West Wooster street, near Division street.

Oct. 10, 1904. Andrew Falls drove in front of car; hit, and bruised. Grassy Plain street, Bethel.

Jan. 6, 1905. Leon Wilks cut on finger by broken glass. Greenwood avenue, Bethel.

May 8, 1905. M. B. Fisher stepped off car while in motion; knee hurt. Main street.

May 21, 1905. Albert Jilson stepped off car while in motion; scratch on face. Main street.

June 10, 1905. James Murray, intoxicated and asleep on track; struck, scalp wound, collar-bone broken, and bruises on body. Near Town Line of Bethel.

June 25, 1905. Mrs. Davis jumped from car going full speed, struck on her head, crushed skull, died in about ten minutes, she got frightened at the noise made by torpedo caps placed on rails by boys. South street near Town Hill avenue.

Oath.

COUNTY OF FAIRFIELD, }
STATE OF CONNECTICUT, } ss.

Personally appeared before me, S. C. Holley, President, and M. H. Griffing, Treasurer, of the Danbury and Bethel Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending June 30, A.D. 1905, according to the best of their knowledge and belief.

Signed,

S. C. HOLLEY,

President.

M. H. GRIFFING,

Treasurer.

Sworn and subscribed to before me, this 10th day of August, A.D. 1905.

A. N. WILDMAN,

Notary Public.

EAST HARTFORD & GLASTONBURY STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1905.

Bonds outstanding,	\$200,000.00
*Bonds issued per mile of road owned,	20,350.02
Cost of construction,	200,000.00
*Cost of construction and equipment per mile of road owned,	20,350.02

Description of Lines.

From	To	Length of road (first main track).	Length of second main track.	Total length of main track.	Length of sidings and turnouts.	Total com- puted as single track.
1 mile south of Ch. cor. East Hartford, .	S. Glaston- bury.	7.023	.074	7.097	.292	7.389
Burnside ave. & Main st., E. Hartford,	Burnside.	1.923	.808	2.731	.110	2.841
Total,	.....	8.946	.882	9.828	.402	10.230

Corporate Name and Address of Company.

East Hartford and Glastonbury Street Railway Company.

Historical Sketch of Organization, Construction, Leasing, and Consoli- dation of Lines now Operated.

Organized March 9, 1868, as the East Hartford and Glastonbury Horse Rail-
road Company. Changed to present name November 27, 1899.

Leased to the Hartford Street Railway Company for 30 years from December
1, 1897.

Officers of the Company.

Name.	Title.	Official Address.
C. S. Mellen,	President,	New Haven, Conn.
CALVERT TOWNLEY,	Vice-President,	" "
J. G. PARKER,	Secretary,	" "
A. S. MAY,	Treasurer,	" "
FRANK CAUM,	Acting Manager,	Hartford, "

Directors of the Company.

Name.	Residence.
E. S. GOODRICH,	Hartford, Conn.
SAMUEL G. DUNHAM,	" "
GEORGE D. CUETIS,	" "
GEORGE J. BRUSH,	New Haven, "
EDWIN MILNER,	Moosup, "
CHAS. F. BROOKER,	Ansonia, "
FRANK W. CHENEY,	South Manchester, Conn.
C. S. MELLEN,	New Haven, Conn.
D. NEWTON BARNEY,	Farmington, "

Date of stockholders' annual meeting, third Wednesday in January.

Total number of stockholders, 13.

Total number of stockholders in this state, 13.

Total amount of stock held in this state, 1,000 shares.

Funded Debt.

Description.	Date of Issue.	Term of years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
Debenture bonds,	Dec. 1, 1897.	30	Dec. 1, 1927	\$200,000.00	\$200,000.00

INTEREST.

Rate.	When Payable.	Accrued during the year.
5 per cent.	June and December.	\$10,000.00

Funded debt outstanding, per mile of single track owned, exclusive of sidings and turnouts, 9.828 miles, \$20,350.02

Construction and Equipment.

Account.	Total Cost to June 30, 1904.	Total Cost to June 30, 1905.
Track and roadway construction, }		
Electric line construction, }	\$200,000.00	\$200,000.00
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts,	20,350.02	20,350.02

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.
\$200,000.00	Construction and equipment,	\$200,000.00

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.
\$200,000.00	Funded debt,	\$200,000.00

Description of Road and Equipment.

TRACK.

Length of road (first main track),	8.946
Length of second main track,	.882
Total length of main track,	9.828
Length of sidings and turnouts,	.402
Total computed as single track,	10.230

RAILS.

Name of.	Weight per yard.	Steel (miles of).
"T,"	70	10.230

GAUGE OF TRACK—4 feet 8½ inches.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

Personally appeared before me, Calvert Townley, Vice-President, and A. S. May, Treasurer, of the East Hartford and Glastonbury Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending June 30, A.D. 1905, according to the best of their knowledge and belief.

Signed,

CALVERT TOWNLEY,

Vice-President.

A. S. MAY,

Treasurer.

Sworn and subscribed to before me, this 6th day of October, A.D. 1905.

ARTHUR W. BOWMAN,

Notary Public.

THE FARMINGTON STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1905.

Capital authorized by charter,	\$189,000.00
Capital stock outstanding,	157,500.00
Bonds outstanding, debentures,	30,000.00
Floating indebtedness,	4,362.59
Total stock, bonds, and floating debt,	191,862.59
*Capital stock issued per mile of road owned,	19,484.53
*Bonds issued per mile of road owned, debentures,	3,092.78
Cost of construction,	129,932.80
Cost of equipment,	57,581.33
Total cost of construction and equipment,	187,514.13
*Cost of construction and equipment per mile of road owned,	19,331.35
Gross earnings from operation,	50,961.46
Operating expenses,	48,615.05
Net earnings,	2,346.41
Income from other sources,	67.83
Gross income from all sources,	2,414.24
Per cent. of operating expenses to gross earnings,	95.39
*Gross earnings per mile operated,	3,640.10
*Operating expenses per mile operated,	3,472.50
*Net earnings per mile operated,	167.50
Gross earnings per mile run,	.2351
Operating expenses per mile run,	.2243
Net earnings per mile run,	.0108
Gross earnings per car hour,	.2797
Operating expenses per car hour,	.2669
Net earnings per car hour,	.0128
Taxes paid state,	867.33
Interest paid,	1,383.33
Dividend paid,	None.
Total length of main track owned,	9.700
Total length of main track operated,	14.000
Total car mileage,	216,718
Total car hours,	18,214

Fare passengers carried,	379,658
Fare passengers per mile run (passenger),	1,751
Fare passengers per car hour (passenger),	20,844
*Fare passengers per mile of main track operated,	27,118
Number of employees,	28
Accidents: Killed,	2

* Mileage to be used in this computation should not include that of sidings and turnouts.

Description of Lines.

From	To	Length of road, first main track.	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
Unionville	West Hartford,	9,700	9,700	1,100	10.800
Trackage rights from W. Hartford to City Hall, Hartford.	.....	4,800	.....	.....	.....

Corporate Name and Address of Company.

The Farmington Street Railway Company, 739 Main Street, Hartford, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized as Hartford & West Hartford Horse Railroad Company. Purchased at auction by bondholders July, 1899. Organized as The Farmington Street Railway Company on October 19, 1899.

Officers of the Company.

Name.	Title.	Official Address.
HENRY A. JAMES,	President,	Lakewood, N. J.
D. NEWTON BARNEY,	Vice-President,	Farmington, Conn.
E. D. ROBBINS,	Secretary,	Wethersfield, "
E. D. ROBBINS,	Treasurer,	" "
A. J. BROUGHEL, JR.,	Asst. Treasurer,	Hartford, "
CHAS. E. HUBBARD,	Auditor,	" "
E. D. ROBBINS,	General Manager,	Wethersfield, "
E. D. ROBBINS,	General Counsel,	" "
T. L. McCORMACK,	Superintendent,	Unionville, "

Directors of the Company.

Name.	Residence.
HENRY A. JAMES,	Lakewood, N. J.
D. NEWTON BARNEY,	Farmington, Conn.
W. A. HOOKER,	" "
E. D. ROBBINS,	Wethersfield, "
A. J. BROUGHEL, JR.,	Hartford, "

Date of close of fiscal year, October 18th.

Date of stockholders' annual meeting, first Wednesday in November.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value per Share.	Total Par Value Issued and Outstanding.
Common,	\$189,000.00	1,890	\$100.00	Five-sixths of which has been paid in, viz : \$157,500.00.

Total number of stockholders, 30.

Total number of stockholders in this state, 28.

Amount of stock held in this state, \$78,200.00.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
Debentures, .	July 1, 1904	20	July 1, 1924	\$30,000.00	\$30,000.00

Rate.	When Payable.
5 per cent.	July and January.

Per mile of single track owned exclusive of sidings and turnouts, 9.7 miles.

Capital stock outstanding, \$19,484.53

Funded debt outstanding, 3,092.78

Total, \$22,577.31

Construction and Equipment.

Account.	Total Cost to June 30, 1904.	Additions during Year.	Deductions during Year.	Total Cost to June 30, 1905.
Right of way,	\$15,061.70	.....	.....	\$15,061.70
Track and roadway construction,	49,529.81	\$20,066.42	.....	69,596.23
Electric line construction,	89,752.61	640.12	.....	40,892.78
Real estate used in operation of road,	1,000.00	.....	.....	1,000.00
Buildings and fixtures used in operation of road,	8,882.14	.....	.....	8,882.14
Total construction,	\$109,226.26	\$20,706.54	.....	\$129,932.80
Power plant equipment,	\$1,802.25	.....	.....	1,802.25
Shop tools and machinery,	800.00	.....	.....	800.00
Cars,	24,485.17	\$3,501.42	.....	27,986.59
Electric equipment of cars,	25,724.56	627.25	.....	26,351.81
Miscellaneous equipment,	1,140.68	.....	.....	1,140.68
Total equipment,	\$58,452.66	\$4,128.67	.....	\$57,581.33
Grand total construction and equipment,	\$162,678.92	\$24,835.21	.....	\$187,514.13
Cost of construction and equipment per mile of road owned exclusive of sidings and turn-outs . . . . .	.....	.....	.....	\$19,881.85

Income Account for Year ending June 30, 1905.

Gross earnings from operation,	\$50,961.46	
Operating expenses,	48,615.05	
Net earnings from operation,		\$2,346.41
Miscellaneous Income: Interest on deposits,		67.83
Gross income less operating expenses,		\$2,414.24
Deductions from Income:		
Taxes: On capital stock,	\$867.33	
Interest: On funded debt, debentures,	1,383.33	2,250.66
Net income,		\$163.58
Surplus at beginning of year,	\$7,007.27	
Debits: Written off during year,	2,160.64	4,846.63
Surplus or deficit at close of year,		\$5,010.21

Gross Earnings from Operation.**Car earnings:**

Passengers,	\$49,634.56	
Chartered cars,	358.06	
Mail,	125.80	
Express,	734.70	\$50,853.12

Miscellaneous Earnings:

Advertising,		108.34
Total,		\$50,961.46

Operating Expenses.**MAINTENANCE.****Way and structures:**

Maintenance of track and roadway,	\$10,220.36	
Maintenance of electric line,	909.65	
Maintenance of buildings and fixtures,	221.77	
Total,		\$11,351.78

Equipment:

Maintenance of cars,	\$3,257.87	
Maintenance of electric equipment of cars,	2,254.30	
Total,		\$5,512.17

TRANSPORTATION.**Operation of power plant:**

Miscellaneous supplies and expenses of power plant,	\$276.51	
Hired power,	5,703.33	
Total,		\$5,979.84

Operation of cars:

Wages of conductors,	\$3,819.97	
Wages of motormen,	3,803.13	
Wages of car house employees,	2,481.26	
Car service supplies,	84.31	
Miscellaneous car service expenses,	670.02	
Removal of snow and ice,	402.96	
Total,		11,261.65

General:

Salaries of general officers,	\$3,158.23	
Salaries of clerks,	541.65	
Printing and stationery,	98.75	
Miscellaneous office expenses,	337.73	
Miscellaneous general expenses,	835.47	
Damages,	220.50	
Rent of land and buildings,	50.00	

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FARMINGTON STREET RAILWAY CO.

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Rent of tracks and terminals,	8,908.03	
Insurance,	359.25	
Total,		14,509.61
Grand Total,		\$48,615.05

Detailed Statement of Rentals of Leased Lines.

None.

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$162,678.92	Construction and equipment, Other permanent investments as follows :	\$187,514.18	\$24,835.21	.....
31,500.00	Reserve capital,	31,500.00	.....	.....
1,641.88	Current assets as follows :			
184.47	Cash,	4,748.06	3,106.18	.....
2,678.62	Accounts receivable,	100.00	.....	\$84.47
	Material and supplies,	4,510.61	1,831.99	.....
\$196,683.89	Total,	\$228,872.80	\$29,778.88	\$84.47

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$189,000.00	Capital Stock, preferred,	\$189,000.00	.....	.....
	Funded debt debentures,	80,000.00	\$80,000.00	.....
2,676.62	Current Liabilities as follows :			
7,007.27	Accounts payable,	4,862.59	1,685.97	.....
	Surplus,	5,010.21	.....	\$1,997.06
\$196,683.89	Total,	\$228,872.80	\$31,685.97	\$1,997.06

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	200,753
Freight, mail, and express car mileage,	15,965
Total car mileage,	216,718
Passenger car hours,	15,506
Freight, mail, and express,	2,708
Total car hours,	18,214

Fare passengers carried,	379,658
Total passengers carried,	379,658
Car earnings per car mile,	.02346
Miscellaneous earnings per car mile,	.000499
Gross earnings per car mile,	.2351
Car earnings per car hour,	.2791
Miscellaneous earnings per car hour,	.000594
Gross earnings per car hour,	.2797
Operating expenses per car mile,	.22431
Operating expenses and taxes per car mile,	.22832
Operating expenses per car hour,	.2669
Operating expenses and taxes per car hour,	.2716
Operating expenses per cent. of gross earnings,	95.39
Operating expenses and taxes per cent. of gross earnings,	97.09
Average number of employees, not including officials, during year,	24
Aggregate amount of wages paid employees,	\$13,727.32
Amount of salaries paid officials as enumerated on page 390,	3,699.88

CROSSINGS, ETC.

Steam railroad crossings over grade, 1

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold:

We sell a Foote's Corner ticket at 2½ cents each, 40 to a book; good between West Hartford and Foote's Corner.

We sell a Park Street ticket at 3½ cents each, 40 to a book; good between Park Street and West Hartford.

Description of Road and Equipment.

TRACK.

Track.	Owned.	Operated under Trackage Rights.	Total Operated.
Length of road (first main track),	9.7	4.8	14.
Length of sidings and turnouts,	1.1	.....	1.1
Total computed as single track,	10.8	4.8	15 1

RAILS.

Name of, "T"; eight per yard, 70 and 56 lbs.; steel (miles of), 10.8.
Gauge of track — 4 feet 8½ inches.

PAVING.

None.

CARS, ETC.

	With Electric Equipment.	Without Electric Equipment.	Total Number.
Closed passenger cars equipped with full vestibule,	7	....	7
Open passenger cars,	9	2	11
Total passenger cars,	16	2	18
Freight cars,	1	3	4
Express cars,	1	....	1
Work cars,	2	....	2
Snow plows,	1	....	1
Total,	21	5	26

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors,	10	\$2.00
Motormen,	10	2.00
Roadmen,	10	1.60
Hostlers,	12	1.62½
Machinists and mechanics,	10	2.12½

List of All Accidents During Year ended June 30, 1905.

Employees,	1
Other persons,	1
Total,	2

Amount paid for injuries and damages caused by accidents:

Paid by insurance companies,	None.
Paid by the company,	\$203.50
Total,	203.50

Description of Accidents.

September 25, 1904. Killed a boy named McNamara at the corner of Broad street and Farmington avenue. He stepped from behind a West Hartford car (west bound) directly in front of one of our east-bound cars.

October 31, 1904. Killed Swiss laborer, Emilia Salvini, while fooling with a fellow workman fell between motor car and flat car, while cars were in motion.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

Personally appeared before me, Edward D. Robbins, Treasurer, and Henry A. James, President of the Farmington Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending June 30, A.D. 1905, according to the best of their knowledge and belief.

Signed,

HENRY A. JAMES,
President.

EDWARD D. ROBBINS,
Treasurer.

Sworn and subscribed to before me this 7th day of September, A.D. 1905.

WARREN D. CHASE,
Notary Public.

STATE OF NEW YORK, }
COUNTY OF NEW YORK, } ss.

Sworn and subscribed to before me by the said Henry A. James this 11th day of September, A.D. 1905.

JAMES COGAN,
Notary Public.

GREENWICH TRAMWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1905.

Capital authorized by charter,	\$600,000.00
Capital stock outstanding,	300,000.00
Bonds outstanding,	320,000.00
Floating indebtedness,	19,622.41
Total stock, bonds, and floating debt,	639,622.41
Capital stock issued per mile of road owned,	32,185.38
Bonds issued per mile of road owned,	34,331.08
Cost of construction,	459,924.49
Cost of equipment,	201,563.55
Total cost of construction and equipment,	661,488.04
Cost of construction and equipment per mile of road owned,	70,967.49
Gross earnings from operation,	80,565.96
Operating expenses,	47,138.88
Net earnings,	33,427.08
Income from other sources,	.51
Gross income from all sources,	33,427.59
Per cent. of operating expenses to gross earnings,	58.50
Gross earnings per mile operated,	8,643.48
Operating expenses per mile operated,	5,057.27
Net earnings per mile operated,	3,586.21
Gross earnings per mile run,	.1840
Operating expenses per mile run,	.1076
Net earnings per mile run,	.0764
Gross earnings per car hour,	2.02
Operating expenses per car hour,	1.18
Net earnings per car hour,	.84
Taxes paid State,	3,620.24
Interest paid,	16,480.11
Total length of main track owned,	9.321
Total length of main track operated,	9.321
Total car mileage,	437,716
Total car hours,	39,876
Fare passengers carried,	1,594,915
Fare passengers per mile run (passenger),	3.64
Fare passengers per car hour (passenger),	39.90
Fare passengers per mile of main track operated,	171,109
Number of employees,	40
Accidents: Killed,	1
Injured,	12

Description of Lines.

From—	To—	Length of road (first main track).	Length of second main track.	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
New York state line	Stamford town line	7.086	.219	7.305	.265	7.570
Adams' corner, Sound beach	Jct. of Stamford St. R. R. Co.	2.016	.....	2.016	.057	2.073
Total, .	.....	9.102	.219	9.321	.322	9.643

Corporate Name and Address of Company.

Greenwich Tramway Company.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized under the laws of the State of Connecticut. See Special Acts 1893, 1895, 1897, 1899, 1901, 1903, and 1905.

Officers of the Company.

Name.	Title.	Official Address.
C. S. MELLEN,	President,	New Haven, Conn.
CALVERT TOWNLEY,	Asst. to the President,	" "
H. M. KOCHERSPERGER,	Vice-President,	" "
J. G. PARKER,	Secretary,	" "
A. S. MAY,	Treasurer,	" "
T. F. PARADISE,	Asst. Treasurer,	" "
C. L. CAMPBELL,	Auditor,	Hartford, "
G. W. PIERCE,	General Manager,	Stamford, "

Directors of the Company.

Name.	Residence.
C. S. MELLEN,	New Haven, Conn.
GEORGE J. BRUSH,	" "
WILLIAM MURRAY,	Larchmont, N. Y.
R. J. WALSH,	Greenwich, Conn.
H. M. KOCHERSPERGER,	New Haven, "
PERCY R. TODD,	" "
JAMES S. HEMINGWAY,	" "
CALVERT TOWNLEY,	" "
CHAS. F. BROOKER,	Ansonia, "

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, second Tuesday in September.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value per Share.	Total Par Value Issued and Outstanding.
Common,	\$600,000.00	8000	\$100.00	\$300,000.00

Total number of stockholders, 10.

Total number of stockholders in this state, 9.

Amount of stock held in this state, \$299,900.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
1st Mort. Bonds, .	July 1, 1901,	80	July 1, 1981,	\$400,000.00	\$320,000.00

INTEREST.

Rate.	When Payable.	Accrued during year.
5 per cent.	January and July.	\$16,000.00

Per mile of single track owned exclusive of sidings and turnouts, 9.321.

Capital stock outstanding, \$32,185.38

Funded debt outstanding, 34,331.08

Total, \$66,516.46

Construction and Equipment.

Account.	Total cost to June 30, 1904.	Additions during year.	Total cost to June 30, 1905.
Organization,	\$37,629.22	.....	\$37,629.22
Engineering and superintendence,	22,474.20	\$377.85	22,852.05
Right of way,	47,100.00	.....	47,100.00
Track and roadway construction,	202,762.04	8,182.48	210,944.52
Electric line construction,	75,720.49	520.81	76,240.80
Real estate used in operation of road,	20,156.00	.....	20,156.00
Buildings and fixtures used in operation of road,	45,001.90	.....	45,001.90
Power plant equipment,	57,173.64	.....	57,173.64
Cars,	61,445.91	.....	61,445.91
Electric equipment of cars,	51,703.71	.....	51,703.71
Miscellaneous equipment,	2,224.47	.....	2,224.47
Interest and discount,	28,515.82	.....	28,515.82
Miscellaneous,	5,500.00	.....	5,500.00
Total construction and equipment,	\$652,407.40	\$9,080.64	\$661,488.04
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, 9.321 . . . . .	.....	.....	\$70,987.49

Income Account for Year ending June 30, 1905.

Gross earnings from operation,	\$80,565.96	
Operating expenses,	47,138.88	
Net earnings from operation,		\$33,427.08
Miscellaneous Income: Interest on deposits,		.51
Gross income less operating expenses,		\$33,427.59
Deduction from income:		
Taxes: Miscellaneous,	\$3,620.24	
Interest: On funded debt,	\$16,000.00	
On floating debt,	480.11	16,480.11
		\$20,100.35
Net income,		13,327.24
Surplus for year,		13,327.24
Surplus at beginning of year,	\$24,221.73	
Debits,	2,670.91	21,550.82
Surplus at close of year,		\$34,878.06

Gross Earnings from Operation.

Car Earnings:		
Passengers,	\$79,745.75	
Chartered cars,	471.85	
		\$80,217.60
Miscellaneous Earnings:		
Advertising,	\$211.06	
Sale of power,	137.30	
		348.36
Total,		\$80,565.96

Operating Expenses.**MAINTENANCE.**

Way and structures:		
Maintenance of track and roadway,	\$2,893.50	
Maintenance of electric line,	788.86	
Maintenance of buildings and fixtures,	155.55	
Total,		\$3,837.91
Equipment:		
Maintenance of steam plant,	\$103.03	
Maintenance of electric plant,	5.83	
Maintenance of cars,	1,864.88	
Maintenance of electric equipment of cars,	1,409.10	
Maintenance of miscellaneous equipment,	127.60	
Miscellaneous shop expenses,	56.81	
Total,		\$3,567.25

TRANSPORTATION.

Operation of power plant:

Power plant wages,	\$2,040.14
Fuel for power,	5,556.25
Water for power,	629.48
Lubricants and waste for power plant,	132.22
Miscellaneous supplies and expenses of power plant,	154.39
Hired power,	658.45

Total, \$9,170.93

Operation of cars:

Superintendence of transportation,	\$1,016.75
Wages of conductors,	8,636.86
Wages of motormen,	8,631.34
Wages of miscellaneous car service employees,	39.18
Wages of car house employees,	1,366.82
Car service supplies,	593.13
Miscellaneous car service expenses,	435.47
Cleaning and sanding track,	311.09
Removal of snow and ice,	426.50

\$21,457.14

General:

Salaries of general officers,	\$1,079.78
Salaries of clerks,	599.75
Printing and stationery,	65.26
Miscellaneous office expenses,	117.16
Stores expenses,	32.00
Advertising and attractions,	40.00
Miscellaneous general expenses,	1,054.69
Damages,	454.09
Miscellaneous legal expenses,	4.00
Insurance,	1,453.37
Operation of parks,	4,205.55

Total, \$9,105.65

Grand Total, \$47,138.88

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, year ending June 30, 1905.	Decrease, year ending June 30, 1905.
\$553,407.40	Construction and equip- ment, per Schedule D, Current assets, as follows:	\$661,488.04	\$9,080.64	.....
178.62	Cash,	144.96	.....	\$28.66
27,306.80	Accounts receivable,	240,837.81	213,080.51	.....
1,956.82	Prepaid accounts,	1,488.98	.....	517.89
\$661,844.14	Total,	\$908,409.24	\$221,111.15	\$546.05

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, year ending June 30, 1905.	Decrease, year ending June 30, 1905.
\$300,000.00	Capital stock, common, per Schedule F, . . .	\$300,000.00	.....	.....
320,000.00	Funded debt, per Sched- ule F, . . .	320,000.00	.....	.....
	Current liabilities, as fol- lows:			
37,622.41	Loans and notes pay- able, . . .	19,632.41	.....	\$18,000.00
.....	Accounts payable, . . .	228,908.77	\$228,908.77	.....
24,221.73	Surplus, per Schedule (page 898), . . .	34,878.06	10,656.33	.....
\$681,844.14	Total, . . .	\$908,409.24	\$226,565.10	\$18,000.00

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	437,716
Total car mileage,	437,716
Passenger car hours,	39,876
Fare passengers carried,	1,594,915
Total passengers carried,	1,594,915
Average fare, revenue passengers,	.05
Average fare, all passengers (including transfer passengers),	.05
Car earnings per car mile,	.1832
Miscellaneous earnings per car mile,	.00079
Gross earnings per car mile,	.1840
Car earnings per car hour,	2.01
Miscellaneous earnings per car hour,	.01
Gross earnings per car hour,	2.02
Operating expenses per car mile,	.1076
Operating expenses and taxes per car mile,	.1159
Operating expenses per car hour,	1.18
Operating expenses and taxes per car hour,	1.27
Operating expenses per cent. of gross earnings,	58.50
Operating expenses and taxes per cent. of gross earnings,	63.00
Average number of employees, not including officials, during year,	40
Aggregate amount of wages paid employees,	\$22,384.78

CROSSINGS, ETC.

Steam railroad crossings over grade, 2

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold:

No form of reduced ticket sold.

Description of Road and Equipment.

TRACK.

	Owned.
Length of road (first main track),	9.102
Length of second main track,	.219
Total length of main track,	9.321
Length of sidings and turnouts,	.322
Total computed as single track,	9.643

RAILS.

Name of, "T"; weight per yard, 70 and 80 lbs.; steel (miles of), 9.643;
total, 9.643.

GAUGE OF TRACK — 4 feet 8½ inches.

PAVING.

	Miles
Brick,	2.97
Total miles,	2.97

CARS, ETC.

	With Electric Equip- ment.	Without Electric Equip- ment.	Total Number.
Closed passenger cars equipped with full vestibule,	1	3	4
Closed passenger cars equipped with half vestibule, . . . . .	.....	3	3
Open passenger cars,	20	.....	20
Total passenger cars,	21	6	27
Snow plows,	1	.....	1
Total,	22	6	28

Employees.

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	10	\$2.00
Motormen,	10	2.00
Starters,	12	2.14
Watchmen,	11	1.50
Linemen,	10	1.75
Engineers,	8	2.42
Firemen,	8	2.00
Electricians,	10	2.00
Machinists and mechanics,	10	2.00

List of All Accidents During Year ended June 30, 1905.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESS- NESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,		7				7
Employees,						
Other persons,			1	5	1	5
Total,		7	1	5	1	12

Amount paid for injuries and damages caused by accidents:

Paid by the company, \$454.09

Description of Accidents.

Dec. 16, 1904. Car struck wagon belonging to Merritt's Bakery, corner of Greenwich avenue and Railroad avenue, sustaining slight injuries about head and body.

Sept. 22, 1904. J. Fogarty, Greenwich, Conn., hit by running board of car near Greenwich freight station; broken leg.

Dec. 16, 1904. Car struck wagon belonging to Merritt's Bakery, corner Chestnut street and Delaware avenue, East Portchester, throwing out driver, who was injured about the head.

March 25, 1905. Car jumped the track at Chickoming Hill, Greenwich, Conn., injured one passenger about the wrist, Miss Florence Larkin of Greenwich.

April 26, 1905. Little girl ran into car at Railroad avenue, Greenwich, Conn., knocked down and slightly injured.

June 3, 1905. Car struck rear wheel of wagon, driven by a party by the name of Kennedy, causing horses to run away, throwing Kennedy from his seat, resulting in injuries which caused his death on the following day. Also injured another party by the name of Baker, who was with him on the wagon.

June 17, 1905. Car jumped the track at Mianus Bridge, injuring the following: Mrs. Morrell, Mianus, Conn., Mr. J. McNamara, Stamford, Conn., E. Wood, Stamford, Conn., F. Miller, Mianus, Conn., and Mr. and Mrs. Sutter from New York City, who were passengers on said car.

1905.]

GREENWICH TRAMWAY COMPANY.

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Oath

STATE OF CONNECTICUT, } ss.
COUNTY OF NEW HAVEN, }

Personally appeared before me, H. M. Kochersperger, Vice-President, and A. S. May, Treasurer, of the Greenwich Tramway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending June 30, A.D. 1905, according to the best of their knowledge and belief.

Signed,

H. M. KOCHERSPERGER,

Vice-President.

A. S. MAY,

Treasurer.

Sworn and subscribed to before me, this 6th day of October, A.D. 1905.

ARTHUR W. BOWMAN,

Notary Public.

GROTON AND STONINGTON STREET RAIL- WAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1905.

(Road uncompleted, still in hands of engineers.)

Capital authorized by charter,	\$600,000.00
Capital stock outstanding 6,000 shares @ \$100 on which paid, .	455,240.00
Bonds outstanding,	375,000.00
Floating indebtedness,	32,500.00
Total stock, bonds, and floating debt,	862,740.00
* Capital stock issued per mile of road owned,	23,155.64
* Bonds issued per mile of road owned,	19,074.26
Cost of construction,	711,237.97
Cost of equipment,	151,063.11
Total cost of construction and equipment,	862,301.08
* Cost of construction and equipment per mile of road owned, .	43,860.68
Gross earnings from operation,	35,122.47
Operating expenses,	18,009.99
Net earnings,	17,112.48
Gross income from all sources,	17,112.48
Per cent. of operating expenses to gross earnings,	51.27
* Gross earnings per mile operated,	1,786.49
* Operating expenses per mile operated,	916.06
* Net earnings per mile operated,	870.43
Gross earnings per mile run,	.2327
Operating expenses per mile run,	.1193
Net earnings per mile run,	.1134
Gross earnings per car hour,	2.746
Operating expenses per car hour,	1.408
Net earnings per car hour,	1.338
Taxes paid State, from construction accounts,	1,802.50
Interest paid, Jan. 1, 1905, from construction accounts, . .	9,375.00
Total length of main track owned,	19.660
Total length of main track operated (one-half Dec. 19, 1904; May 6, 1905),	19.66
Total car mileage,	150,902
Total car hours,	12,789
Fare passengers carried,	744,807
Fare passengers per mile run (passenger),	4.9357
Fare passengers per car hour (passenger),	58.24
* Fare passengers per mile of track operated,	37,884
Number of employees,	36
Accidents: Injured,	1

* Mileage to be used in this computation should not include that of sidings and turnouts.

Description of Lines.

From	To	Length of road (first main track).	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
Groton, . .	State line, Westerly, R. I.	19.660	19.660	.780	20.440

Corporate Name and Address of Company.

The Groton and Stonington Street Railway Company.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Road not completed; still in hands of contractors.

Organized August 17, 1903.

Operated to Mystic, December 19, 1904.

To Stonington, April 8, 1905.

To State line at Westerly, R. I., May 6, 1905. This is a shore line requiring the construction of numerous steel, wooden, and stone bridges, and draw bridges at Mystic. Entire line constructed and equipped with new material.

Officers of the Company.

Name.	Title.	Official Address.
THOMAS HAMILTON,	President,	New London, Conn.
B. F. WILLIAMS,	Vice-President,	Mystic, "
EDWIN W. HIGGINS,	Secretary,	Norwich, "
COSTELLO LIPPITT,	Treasurer,	Norwich, "
N. C. SMITH,	General Manager,	Mystic, "
COMSTOCK & HIGGINS,	General Counsel,	Norwich, "
N. C. SMITH,	Superintendent,	

Directors of the Company.

Name.	Residence.
A. H. CHAPPELL,	New London, Conn.
B. A. ARMSTRONG,	" " "
C. R. HANSCOM,	" " "
THOMAS HAMILTON,	Groton, "
B. F. WILLIAMS,	Mystic, "
C. W. COMSTOCK,	Uncasville, "
C. D. NOYES,	Norwich, "
COSTELLO LIPPITT,	Norwich, "
EDWIN W. HIGGINS,	Norwich, "

Date of close of fiscal year, July 31, 1905.

Date of stockholders' annual meeting, first Monday of August.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value Per Share.	Total Par Value Issued and Outstanding.
Preferred,	\$200,000.00	2,000	\$100.00	\$200,000.00
Common,	400,000.00	4,000	100.00	Full paid, 255,240.00 Reserved to complete road, 144,760.00
	\$600,000.00	6,000	\$100.00	\$600,000.00

Total number of stockholders, 216.

Total number of stockholders in this state, 209.

Amount of stock held in this state, \$588,800.00.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
1st Mtg. Gold.	July 1, 1904.	20	* July 1, 1924.	\$375,000.00	\$375,000.00

* Optional any time at \$120.00.

INTEREST.

Rate.	When Payable.	Accrued during year.
5 per cent.	January and July.	\$18,750.00

Per mile of single track owned exclusive of sidings and turnouts, 19.66 miles.

Capital stock outstanding, \$23,155.64

Funded debt outstanding, 19,074.26

Total, \$42,229.90

Construction and Equipment.

Total Cost to June 30, 1904.

Organization,	\$104,937.90
Engineering and superintendence,	73,463.44
Right of way,	18,697.97
Track and roadway construction,	421,863.61
Real estate used in operation of road,	9,430.00
Buildings and fixtures used in operation of road,	59,234.72
Interest and discount,	23,610.33

Total construction, \$711,237.97

Construction and Equipment. —Continued.

Total Cost to June 30, 1904.	
Power plant equipment,	\$53,908.27
Shop tools and machinery,	575.63
Cars,	39,417.88
Electric equipment of cars,	43,193.47
Miscellaneous equipment,	2,059.93
Miscellaneous,	11,907.93
Total equipment,	\$151,063.11
Grand total construction and equipment, .	862,301.08
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts,	43,860.68

Income Account for Year ending June 30, 1905.

Gross earnings from operation,	\$35,122.47	
Operating expenses,	18,009.99	
Net earnings from operation,		\$17,112.48
Gross income less operating expenses,		\$17,112.48
Net income,		17,112.48
Interest on funded debt, reserved,	\$9,375.00	
Surplus or deficit at close of year (6 mos. 12 days),		\$7,737.48
Surplus or deficit at close of year,		\$7,737.48

Gross Earnings from Operation.

Car earnings:		
Passengers,	\$35,001.02	
Chartered cars,	111.45	\$35,112.47
Miscellaneous:		
Advertising,		10.00
Total,		\$35,122.47

Operating Expenses.**MAINTENANCE.****Way and structures:**

Maintenance of track and roadway,	\$7.97
Maintenance of electric line,	82.46
Maintenance of buildings and fixtures,	36.97
Total,	\$127.40

Operating Expenses. — Continued.**Equipment:**

Maintenance of steam plant,	\$100.81	
Maintenance of cars,	862.30	
Maintenance of electric equipment of cars,	810.53	
Maintenance of miscellaneous equipment,	11.27	
Miscellaneous shop expenses,	8.27	
Total,		1,793.18

TRANSPORTATION.**Operation of power plant:**

Power plant wages,	\$1,840.79	
Fuel for power,	4,119.75	
Water for power,	112.60	
Lubricants and waste for power plant,	196.60	
Miscellaneous supplies and expenses of power plant,	112.07	
Total,		6,381.81

Operation of cars:

Superintendence of transportation,	\$850.24	
Wages of conductors,	2,421.95	
Wages of motormen,	2,428.71	
Wages of car house employees,	946.95	
Car service supplies,	152.81	
Miscellaneous car service expenses,	129.42	
Cleaning and sanding track,	75.18	
Removal of snow and ice,	262.73	
Total,		7,267.99

General:

Salaries of clerks,	\$307.07	
Printing and stationery,	14.99	
Miscellaneous office expenses,	65.67	
Stores expenses,	5.57	
Advertising and attractions,	161.07	
Miscellaneous general expenses,	69.77	
Damages,	161.00	
Miscellaneous legal expenses,	.30	
Rent of land and buildings,	95.39	
Thames Ferry Co.,	1,558.78	
Total,		2,439.61
Grand Total,		\$18,009.99

Comparative General Balance Sheet.

Assets June 30, 1905:

Construction and equipment, per Schedule D, \$862,301.08

Current assets as follows:

Cash operating, 17,112.48

Stock held for assessment, road being uncompleted, . . 144,760.00

Cash, construction account, 439.17

Total, \$1,024,612.73

Liabilities June 30, 1905:

Capital stock, preferred, per Schedule F, \$200,000.00

Capital stock, common, per Schedule F, 400,000.00

Funded debt, per Schedule F, 375,000.00

Current liabilities as follows:

Loans and notes payable on construction, 32,500.00

Insurance,25

Accrued liabilities as follows:

Interest on funded debt accrued and not yet due, . . . 9,375.00

Surplus, per Schedule (page 407), 7,737.48

Total, \$1,024,612.73

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage, 150,902

Total car mileage, 150,902

Passenger car hours, 12,789

Total car hours, 12,789

Fare passengers carried, @ \$.03 and \$.05, 744.807

Passengers carried, complimentary, officers and workmen, . 8,684

Total passengers carried, 753,491

Average fare, revenue passengers,047

Average fare, all passengers (including transfer passengers), . .046

Car earnings per car mile,232

Gross earnings per car mile,232

Car earnings per car hour, 2.74

Gross earnings per car hour, 2.74

Operating expenses per car mile,119

Operating expenses per car hour, 1.408

Operating expenses per cent. of gross earnings, 51.27

Average number of employees, not including officials, during year, 36

Aggregate amount of wages paid employees, 6,647.85

CROSSINGS, ETC.

Steam railroad crossings over grade, 3

Steam railroad crossings under grade, 2

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold:

On last collection, Poquonock to Groton, ticket given for Thames Ferry, ferry collecting two cents per ticket.

Description of Road and Equipment.

TRACK.

	Owued.
Length of road (first main track),	19.660
Total length of main track,	19.660
Length of sidings and turnouts,	.78
Total computed as single track,	20.440

RAILS.

Name of, "T"; weight per yard, 70 lbs; steel (miles of), 40.880; total, 40.880.

Name of, Girder Groove; weight per yard, 109 lbs; steel (miles of), .224; total, .224; total miles of steel, 41.104.

GAUGE OF TRACK — 4 feet 8½ inches.

PAVING.

	Miles.
Belgium block,	.0965

CARS, ETC.

	With Electric Equipment.
Closed passenger cars equipped with full vestibule,	8
Open passenger cars,	8
Total passenger cars,	16
Work cars,	5
Snow plows,	1
Total,	22

EMPLOYEES.

	Average Number of Hours on Duty per Day.	Wages per Day
Conductors,	65½	\$13.17
Motormen,	65½	13.17
Watchmen,	12	2.00
Roadmen,	3.20	0.502
Linemen,	1.10 ¹⁶	0.235
Engineers,	24	5.46½
Firemen,	25.37	4.26
Machinists and mechanics,	41	8.77½

List of All Accidents During Year ended June 30, 1905.

	Injured.
Employee,	1
Amount paid for injuries and damages caused by accidents:	
Paid by the company,	\$1.00

* Per week.

Description of Accidents.

April 15, 1905. At Poquonock, work car and passenger car came together, head on; slight injury to passenger conductor, T. W. Ryley, caused by being thrown against brake.

CONNECTICUT, } ss.
COUNTY OF NEW LONDON, }

Personally appeared before me, Thomas Hamilton, President, and Costello Lippitt, Treasurer, of the Groton & Stonington Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending June 30, A.D. 1905, according to the best of their knowledge and belief.

Signed,

THOMAS HAMILTON,

President.

COSTELLO LIPPITT,

Treasurer.

Sworn and subscribed to before me this 13th day of September, A.D. 1905.

CHARLES W. COMSTOCK,

Justice of the Peace.

HARTFORD, MANCHESTER AND ROCKVILLE TRAMWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1905.

Capital authorized by charter,	\$500,000.00
Capital stock outstanding,	300,000.00
Bonds outstanding,	200,000.00
Floating indebtedness,	5,000.00
Total stock, bonds, and floating debt,	505,000.00
* Capital stock issued per mile of road owned,	17,754.63
* Bonds issued per mile of road owned,	11,836.42
Cost of construction,	411,714.09
Cost of equipment,	194,017.85
Total cost of construction and equipment,	605,731.94
* Cost of construction and equipment per mile of road owned,	35,848.49
Gross earnings from operation,	147,794.93
Operating expenses,	113,687.46
Net earnings,	34,107.47
Gross income from all sources,	34,107.47
Per cent. of operating expenses to gross earnings,	.7692
* Gross earnings per mile operated,	8,353.77
* Operating expenses per mile operated,	6,425.92
* Net earnings per mile operated,	1,927.85
Gross earnings per mile run,	.2912
Operating expenses per mile run,	.2240
Net earnings per mile run,	.0672
Gross earnings per car hour,	3.457
Operating expenses per car hour,	2.659
Net earnings per car hour,	.798
Taxes paid State,	5,050
Interest paid,	10,254.85
Total length of main track owned,	16.897
Total length of main track operated,	17.692
Total car mileage,	507,446
Total car hours,	42,757
Fare passengers carried,	1,279,540
Fare passengers per mile run (passenger),	2.62
Fare passengers per car hour (passenger),	29.9
* Fare passengers per mile of main track operated,	72,323
Number of employees,	75
Accidents: Injured,	15

* Mileage to be used in this computation should not include that of sidings and turnouts.

Description of Lines.

From	To	Length of road (first main track).	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
Burnside,	Manchester Center.	4.86	4.86	.229	5.089
Manchester Center,	Manchester, Rockville.	1.27	1.27	.....	1.27
Love Lane,		10.767	10.767	.275	11.042
Total,	.....	16.897	16.897	.504	17.401

Corporate Name and Address of Company.

The Hartford, Manchester & Rockville Tramway Co., South Manchester, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Date of organization June 6, 1894.

Lines completed and in operation as follows:

Burnside to Manchester Center and Manchester Center to Manchester May 16, 1895.

Love Lane to Talcottville July 2, 1896.

Extension from Talcottville to Rockville January 8, 1898.

Officers of the Company.

Name.	Title.	Official Address.
MABO S. CHAPMAN,	President.	Hartford, Conn.
R. O. CHENEY,	Vice-President,	South Manchester, Conn.
GEO. A. BUTMAN,	Secretary,	Boston, Mass.
GEO. A. BUTMAN,	Treasurer,	" "
J. L. ADAMS,	Superintendent,	South Manchester, Conn.

Directors of the Company.

Name.	Residence.
H. B. FREEMAN, JR.,	Hartford, Conn.
FRED F. AMES,	" "
JAMES F. SHAW,	Manchester, Mass.
WALTER H. TRUMBULL,	Salem, "
GEO. A. BUTMAN,	Malden, "
R. O. CHENEY,	South Manchester, Conn.
MABO S. CHAPMAN,	" " "

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, during month of January.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value Per Share.	Total Par Value Issued and Outstanding.
Common,	\$500,000.00	8,000	\$100.00	\$800,000.00

Total number of stockholders, 10.

Total number of stockholders in this state, 4.

Amount of stock held in this state, \$1,700.00.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
\$1,000 Gold Bonds,	Oct. 1, 1894	30	Oct., 1924.	\$300,000.00	\$200,000.00

INTEREST.

Rate.	When Payable.	Accrued during year.
5%	Apr. 1 and Oct. 1.	\$10,000.00

Per mile of single track owned exclusive of sidings and turnouts, 16.897 miles.

Capital stock outstanding, \$17,754.63

Funded debt outstanding, 11,836.42

Total, \$29,591.05

Construction and Equipment.

Account.	Total Cost to June 30, 1904.	Additions during Year.	Total Cost to June 30, 1905.
Engineering and superintendence,	\$21.25		\$21.25
Right of way—payments acct. of bridge,		\$18,858.16	18,858.16
Track and roadway construction,	863,199.21	457.76	863,656.97
Electric line construction,	4,151.45	20.25	4,171.70
Real estate used in operation of road,	7,918.72		7,918.72
Buildings and fixtures used in operation of road,	22,076.92	15.87	22,092.29
Power plant equipment,	90,368.90	2,127.70	92,496.60
Shop tools and machinery,	2,219.72	45.70	2,265.42
Cars,	84,674.54	4,560.33	89,234.87
Electric equipment of cars,	783.82	4,399.93	5,183.25
Miscellaneous equipment,	3,330.00	60.83	3,390.83
Fenders, etc.,	1,296.88	150.00	1,446.88
Total,	\$580,035.91	\$25,696.08	\$605,731.94
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts,			\$35,848.49

Income Account for Year ending June 30, 1905.

Gross earnings from operation,	\$147,794.93		
Operating expenses,	113,687.46		
Net earnings from operation,			\$34,107.47
Gross income less operating expenses,			\$34,107.47
Deductions from income:			
Taxes: On real and personal prop-			
erty,	\$153.68		
On capital stock,	5,050.00		
Miscellaneous,		\$5,203.68	
Interest: On funded debt,	\$10,000.00		
On floating debt,	254.85	10,254.85	\$15,458.53
Net income,			\$18,648.94
Surplus or deficit for year,			\$18,648.94
Surplus at beginning of year,		\$76,977.42	
Credits: Payments made on ac-			
count of Hartford Bridge			
previously charged to			
profit and loss, now			
charged to construction,	\$12,683.66		
Debits: Fuel shortage,	2,000.00		
Sundry debits,	91.69	10,591.97	87,569.39
Surplus or deficit at close of year,			\$106,218.33

Gross Earnings from Operation.

Car earnings:			
Passengers,	\$112,612.95		
Chartered cars,	1,144.91		
Freight,	303.60		
Mail,	659.50		
Express,	1,983.01		\$116,704.06
Miscellaneous earnings:			
Advertising,	\$487.50		
Rent of land and buildings,	22.13		
Rent of equipment,	20,479.32		
Sale of power,	9,279.07		
Other miscellaneous earnings: Park receipts,	822.85		31,090.87
Total,			\$147,794.93

Operating Expenses.**MAINTENANCE.****Way and structures:**

Maintenance of track and roadway,	\$5,853.85
Maintenance of electric line,	1,412.57
Maintenance of buildings and fixtures,	1,295.08

Total,	<u>\$8,561.50</u>
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Equipment:

Maintenance of steam plant,	\$1,882.05
Maintenance of electric plant,	127.37
Maintenance of cars,	5,560.68
Maintenance of electric equipment of cars,	5,944.71
Maintenance of miscellaneous equipment,	89.82
Miscellaneous shop expenses,	21.43

Total,	<u>\$13,626.06</u>
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TRANSPORTATION.**Operation of power plant:**

Power plant wages,	\$6,635.62
Fuel for power,	14,609.94
Lubricants and waste for power plant,	821.99
Miscellaneous supplies and expenses of power plant,	284.12

Total,	<u>\$22,351.67</u>
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Operation of cars:

Wages of conductors,	\$10,368.30
Wages of motormen,	15,385.74
Wages of miscellaneous car service employees,	1,789.26
Wages of car house employees,	2,596.80
Car service supplies,	370.32
Miscellaneous car services expenses,	999.19
Cleaning and sanding track,	1,291.34
Removal of snow and ice,	1,524.61

Total,	<u>\$34,325.56</u>
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General:

Salaries of general officers,	\$23,081.62
Salaries of clerks,	1,618.96
Printing and stationery,	110.58
Miscellaneous office expenses,	87.79
Advertising and attractions,	6,017.99
Miscellaneous general expenses,	1,218.40
Damages,	211.40
Miscellaneous legal expenses,	319.70
Rent of land and buildings,	7.00
Rent of tracks and terminals,	700.00
Insurance,	1,449.23

Total,	<u>\$34,822.67</u>
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Grand Total,	<u>\$113,687.46</u>
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Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$580,035.91	Construction and equipment,	\$605,731.94	\$25,696.03	.....
6,839.29	Current assets as follows:			
3,389.06	Cash,	1,517.62	.....	\$5,321.67
4,712.84	Accounts receivable,	8,642.20	253.14	.....
	Material and supplies,	5,956.06	1,243.72	.....
\$594,976.60	Total,	\$616,847.82	27,192.89	\$5,321.67

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$300,000.00	Capital stock, common,	\$300,000.00	.....	.....
200,000.00	Funded debt,	200,000.00	.....	.....
10,000.00	Current liabilities as follows:			
5,499.18	Loans and notes payable,	5,000.00	.....	\$5,000.00
	Accounts payable,	3,129.49	.....	2,369.69
2,500.00	Accrued liabilities as follows:			
76,977.42	Interest on funded debt accrued and not yet due,	2,500.00	.....	.....
	Surplus,	106,218.83	\$29,240.91	.....
\$594,976.60	Total,	\$616,847.82	\$29,240.91	\$7,369.69

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	487,263
Freight, mail, and express car mileage,	20,183
Total car mileage,	507,446
Passenger car hours,	40,923
Freight, mail, and express car hours,	1,834
Total car hours,	42,757
Fare passengers carried,	1,279,540
Transfer passengers carried,	173,777
Total passengers carried,	1,453,317
Average fare, revenue passengers,	.088
Average fare, all passengers (including transfer passengers),	.0775
Car earnings per car mile,	.230
Miscellaneous earnings per car mile,	.0612
Gross earnings per car mile,	.2912

Car earnings per car hour,	2.729
Miscellaneous earnings per car hour,	.727
Gross earnings per car hour,	3.456
Operating expenses per car mile,	.224
Operating expenses and taxes per car mile,	.234
Operating expenses per car hour,	2.659
Operating expenses and taxes per car hour,	2.78
Operating expenses per cent. of gross earnings,	.7692
Operating expenses and taxes per cent. of gross earnings,	.8044
Average number of employees, not including officials, during year,	75
Aggregate amount of wages paid employees,	\$54,093.65
Amount of salaries paid officials as enumerated on page 413,	23,081.62

CROSSINGS, ETC.

Steam railroad crossings under grade, 3

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold:

Monthly commutation tickets in coupon form are sold at one-half the regular rates.

Scholars tickets are sold in lots of fifty at three cents each.

Description of Road and Equipment.

TRACK.

	Owued.	Leased.	Total Operated.
Length of road (first main track),	16.897	.795	17.692
Length of sidings and turnouts,	.504	.....	.504
Total computed as single track,	17.401	.795	18.196

RAILS.

Name of, "T"; weight per yard, 56 lbs.; steel (miles of), 16.897; total 16.897.

GAUGE OF TRACK — 4 feet 8½ inches.

PAVING.

	Miles.
Belgium block,	.14
Macadam,	.814
Total miles,	.954

CARS, ETC.

	With Electric Equipment.	Without Electric Equipment.	Total Number.
Closed passenger cars, equipped with full vestibule,	13	2	15
Open passenger cars,	21	2	23
Combination closed and open passenger cars,	2	.....	2
Total passenger cars,	36	4	40
Express cars,	1	.....	1
Work cars,	1	1	2
Snow plows,	2	.....	2
Total,	40	5	45

EMPLOYEES.

Employees.	Number.	Average number of hours on duty per day.	Wages per day.
Conductors,	20	9	\$1.75 to \$2.00
Motormen,	30	9	1.75 to 2.00
Starters,	2	10	2.25 to 2.50
Watchmen,	1	12	2.00
Roadmen,	9	10	1.50
Linemen,	2	10	2.00 to 2.50
Engineers,	3	8	2.50 to 3.50
Firemen,	8	8	2.00
Machinists and mechanics,	2	10	2.85 to 2.50

List of All Accidents During Year ended June 30, 1905.

Cause and Nature of Injury.	FROM THEIR OWN MISCONDUCT OR CARELESSNESS.
	Injured.
Passengers,	10
Other persons,	5
Total,	15

Amount paid for injuries and damages caused by accidents:

Paid by the company, \$211.40

Description of Accidents.

July 4, 1904. Five year old child named Fitzgerald, ran in front of moving car at Station 27, South Manchester, and was picked up by fender; head cut slightly.

July 19, 1904. Mary J. Stanton stepped from moving car at Station 81, Talcottville; bruised.

August 13, 1904. Mary Humphreys stepped from moving car at Wells street, South Manchester; bruised.

August 24, 1904. J. H. Hazelton stepped from moving car at Station 2, Burnside; shoulder badly hurt.

August 29, 1904. Mrs. Robb stepped from moving car at Park street, South Manchester; bruised.

September 3, 1904. Mrs. Ora Button fell in getting off standing car; slightly bruised.

October 3, 1904. Henry Burke was driving a pair of young horses which became frightened at car at Station 102, Rockville, and ran in front of car; one horse was killed and one man was bruised.

October 7, 1904. George Thompson (intoxicated), stepped in front of moving car in Depot Square, Manchester, caught up by fender, but had head badly cut.

October 21, 1905. H. Sill in attempting to board moving car near Station 90, Rockville, slipped and was slightly bruised.

January 1, 1905. Mrs. Sanosky attempted to board moving car at Station 23, South Manchester; fell and strained wrist.

March 27, 1905. Arthur Webber, ten years old, ran in front of moving car at Station 107, Rockville; picked up by fender, slightly bruised.

May 15, 1905. Unknown woman stepping from moving car at Laurel Park; not hurt.

May 18, 1905. S. Gillespie stepped from moving car at Station C, Manchester, and fell cutting his head.

June 7, 1905. Horse driven by Mrs. Gustave Miller became frightened at work car at Station 102, Rockville, and ran away. Mrs. Miller was thrown out and badly bruised and her head cut.

June 20, 1905. Thomas Phillips jumped off car running at schedule speed at Station 62, Manchester, but escaped with slight bruises.

Oath.

COMMONWEALTH OF MASSACHUSETTS, } ss.
COUNTY OF SUFFOLK,

Personally appeared before me, Geo. A. Butman, Treasurer of the Hartford, Manchester & Rockville Tramway Company, who, being duly sworn, deposes and says that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending June 30, A.D. 1905, according to the best of his knowledge and belief.

Signed,

GEO. A. BUTMAN, *Treasurer*.

Sworn and subscribed to before me this 11th day of September, A.D. 1905.

ARTHUR W. CLAPP, *Notary Public*.

COMMONWEALTH OF CONNECTICUT, } ss.
COUNTY OF HARTFORD,

Personally appeared before me, Geo. A. Butman, Treasurer of the Hartford, Manchester & Rockville Tramway Company, who, being duly sworn, deposes and says that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the conditions and affairs of said Company, for the financial year ending June 30, A.D. 1905, according to the best of his knowledge and belief.

Signed,

MARO S. CHAPMAN, *President*.

Sworn and subscribed to before me this 13th day of September, A.D. 1905.

G. L. HUGENTOBLE, *Notary Public*.

HARTFORD & SPRINGFIELD STREET RAIL- WAY COMPANY.

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1905.**

Capital authorized by charter,	\$700,000.00
Capital stock outstanding,	500,000.00
Bonds outstanding,	761,000.00
Floating indebtedness,	138,473.21
Total stock, bonds, and floating debt,	1,399,473.21
Capital stock issued per mile of road owned,	16,393.44
Bonds issued per mile of road owned,	24,950.82
Cost of construction,	988,995.48
Cost of equipment,	379,870.63
Total cost of construction and equipment,	1,368,866.11
Cost of construction and equipment per mile of road owned,	44,874.29
Gross earnings from operation,	128,168.85
Operating expenses,	74,969.96
Net earnings,	53,198.89
Gross income from all sources,	53,198.89
Per cent. of operating expenses to gross earnings,	.5849
* Gross earnings per mile operated,	4,202.25
* Operating expenses per mile operated,	2,458.03
* Net earnings per mile operated,	1,744.22
Gross earnings per mile run,	.2143
† Operating expenses per mile run,	.1193
Net earnings per mile run,	.0950
Gross earnings per car hour,	2.7074
Operating expenses per car hour,	1.5836
Net earnings per car hour,	1.1238
Taxes paid State,	9,700.00
Interest paid,	40,250.52
Total length of main track owned,	30.500
Total length of main track operated,	30.500
Total car mileage,	598,026
Total car hours,	47,340
Fare passengers carried,	2,390,737
Fare passengers per mile run (passenger),	3.9977
Fare passengers per car hour (passenger),	50.50
Fare passengers per mile of main track operated,	78,384
Number of employees,	60
Accidents: Killed,	2
Injured,	2

* Mileage to be used in this computation should not include that of sidings and turnouts.

† See note on page 427.

Description of Lines.

From—	To—	Length of road (first main track).	Length of sidings and turnouts.	Total computed as single track.
East Windsor Hill	State Line	13.000	2.828	15.828
Windsor	Suffield	9.700	.056	9.756
Enfield Street	Somers	7.800	.057	7.857
Total, . . . . .	.....	30.500	2.936	33.436

Corporate Name and Address of Company.

Hartford and Springfield Street Railway Company, Treasurer's office, 53 State Street, Boston, Mass.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized February 11, 1895, under Connecticut laws as the Enfield & Longmeadow Electric Railway Company.

On April 1, 1904, purchased all the property rights and franchises of the Somers & Enfield Electric Railway Company.

On September 1, 1904, purchased all the property rights and franchises of the Windsor Locks Traction Co.

Officers of the Company.

Name.	Title.	Official Address.
PHILIP L. SALTONSTALL,	President,	Boston, Mass.
ARTHUR PERKINS,	Secretary,	Hartford, Conn.
CHAUNCEY ELDRIDGE,	Treasurer,	Boston, Mass.
NATHAN ANTHONY,	Asst. Treasurer,	" "
H. S. NEWTON,	Superintendent,	Warehouse Pt., Conn.

Directors of the Company.

Name.	Residence.
P. L. SALTONSTALL,	Boston, Mass.
CHAUNCEY ELDRIDGE,	" "
S. REED ANTHONY,	" "
ARTHUR PERKINS,	Hartford, Conn.
FRANCIS R. COOLEY,	" "
LYMAN A. UPSON,	Thompsonville, Conn.
LEWIS SPERRY,	Hartford, Conn.

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, third Thursday in July.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value per Share.	Total Par Value Issued and Outstanding.
Common, . . .	\$700,000.00	5,000	\$100.00	\$500,000.00

Total number of stockholders, 85.

Total number of stockholders in this state, 11.

Amount of stock held in this state, \$17,500.00.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
First Mortgage, .	July, 1901	20	July, 1921	\$600,000.00	\$600,000.00
Windsor Locks Traction Co., 1st Mtge.,	July, 1904	20	July, 1924	800,000.00	161,000.00
Total, . . .	.....	.....	.....	\$900,000.00	\$761,000.00

INTEREST.

Rate.	When Payable.	Accrued during year.
5 per cent.	January and July.	\$30 000.00
5 per cent.	January and July.	7,500.00
Total, . . .	.....	\$37,500.00

Per mile of single track owned exclusive of sidings and turnouts, 30.500 miles.

Capital stock outstanding, \$16,393.44

Funded debt outstanding, 24,950.82

Total, \$41,344.26

Construction and Equipment.

Account.	Total cost to June 30, 1904.	Additions during year.	Total cost to June 30, 1905.
Track and roadway construction,	\$599,835.48	\$176,501.65	\$776,337.13
Electric line construction,	122,659.37	45,041.47	167,700.84
Real estate used in operation of road,	88,721.04	6,286.47	44,957.51
Buildings and fixtures used in operation of road,			
Power plant equipment,	124,522.82	2,612.69	127,135.51
Shop tools and machinery, . . . . .	.....	172.90	172.90
Cars,	189,469.75	62,769.31	252,239.06
Electric equipment of cars,			
Miscellaneous equipment, . . . . .	.....	123.16	123.16
Total construction and equipment,	\$1,075,208.46	\$293,457.65	\$1,368,666.11
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, . . . . .	.....	.....	\$44,874.29

Income Account for Year ending June 30, 1905.

Gross earnings from operation,	\$128,168.85		
Operating expenses,	74,969.96		
Net earnings from operation,			\$53,198.89
Gross income less operating expenses,			\$53,198.89
Deductions from income:			
Taxes: On capital stock,		\$9,700.00	
Interest: On funded debt,	\$39,441.47		
On floating debt,	809.05	40,250.52	49,950.52
Net income,			\$3,248.37
Deductions from net income:			
Commission on sale of bonds,			\$227.50
Surplus for year,			\$3,020.87
Deficit at beginning of year,		\$18,797.99	
Credits: Adjustment material and supplies,		389.25	18,408.74
Deficit at close of year,			\$15,387.87

Gross Earnings from Operation.

Car earnings:			
Passengers,		\$127,285.15	
Mail,		681.56	
Total,			\$127,966.71
Miscellaneous earnings:			
Advertising,		\$146.25	
Rent of land and buildings,		16.00	
Sale of power,		39.89	202.14
Total,			\$128,168.85

Operating Expenses.

MAINTENANCE.

Way and structures:

Maintenance of track and roadway,	\$2,713.88
Maintenance of electric line,	1,741.88
Maintenance of buildings and fixtures, . . .	221.08

Total,	4,676.84
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Equipment:

Maintenance of steam plant,	\$197.73
Maintenance of electric plant,	39.73
Maintenance of cars,	5,356.89
Maintenance of electric equipment of cars, .	3,942.14
Maintenance of miscellaneous equipment, .	632.72
Miscellaneous shop expenses,	1,320.74

Total,	11,489.95
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TRANSPORTATION.

Operation of power plant:

Power plant wages,	\$4,743.20
Fuel for power,	13,788.92
Water for power,	25.71
Lubricants and waste for power plant, . . .	489.29
Miscellaneous supplies and expenses of power plant,	104.50

Total,	19,151.62
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Operation of cars:

Wages of conductors,	\$10,252.72
Wages of motormen,	10,242.13
Wages of miscellaneous car service employees, .	1,098.85
Wages of car house employees,	3,543.04
Car service supplies,	986.94
Miscellaneous car service expenses,	221.54
Cleaning and sanding track,	478.72
Removal of snow and ice,	1,317.58

Total,	28,141.52
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General:

Salaries of general officers,	\$3,617.11
Salaries of clerks,	1,156.34
Printing and stationery,	175.22
Miscellaneous office expenses,	268.27
Stores expenses,	14.55
Advertising and attractions,	431.84
Miscellaneous general expenses,	1,473.39
Damages,	582.19
Miscellaneous legal expenses,	254.44

Rent of land and buildings,	35.00
Rent of tracks and terminals,	194.03
Insurance,	3,307.65

Total, 11,510.03

Grand Total, \$74,969.96

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, year ending June 30, 1905.	Decrease, year ending June 30, 1905.
\$1,075,208.46	Construction and equip- ment, per Schedule D,	\$1,368,666.11	\$293,457.65	
	Other permanent invest- ments as follows:			
11,040.24	Stocks and bonds of other companies,	22,040.24	11,000.00	
	Current assets, as follows:			
4,555.69	Cash,	148.25		\$4,407.44
75.00	Bills receivable,	500.00	425.00	
64.48	Material and supplies,	2,608.22	2,548.74	
926.55	Prepaid accounts,	1,684.34	757.79	
18,797.99	Deficit, per Schedule (page 424),	15,387.87		3,410.12
\$1,110,668.41	Total,	\$1,411,035.03	\$308,184.18	\$7,817.56

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, year ending June 30, 1905.	Decrease, year ending June 30, 1905.
\$450,000.00	Capital stock, common, per Schedule F,	\$500,000.00	\$50,000.00	
598,000.00	Funded debt, per Sched- ule F,	761,000.00	168,000.00	
	Convertible notes,	100,000.00	100,000.00	
	Current liabilities as fol- lows:			
42,779.75	Loans and notes pay- able,	38,478.21		\$4,306.54
20,000.00	Accounts payable,	3,122.28		16,877.72
	Accrued liabilities as fol- lows:			
2,857.71	Taxes accrued and not yet due,	7,439.54	4,581.83	
	Miscellaneous int'rst ac- crued and not yet due,	1,000.00	1,000.00	
2,080.95	Accrued accident insur- ance,			2,080.95
\$1,110,668.41	Total,	\$1,411,035.03	\$323,581.83	\$23,215.21

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	598,026
Total car mileage,	598,026*
*Passenger hours,	47,340
Total car hours,	47,340
Fare passengers carried,	2,390,737
Complimentary tickets and passes,	61,182
Total passengers carried,	2,451,919
Average fare, revenue passengers,	.0532
Average fare, all passengers (including transfer passengers),	.0519
Car earnings per car mile,	.21398
Miscellaneous earnings per car mile,	.00033
Gross earnings per car mile,	.2143
*Car earnings per car hour,	2.7031
Miscellaneous earnings per car hour,	.0043
Gross earnings per car hour,	2.7074
Operating expenses per car mile,	.1193
Operating expenses and taxes per car mile,	.1355
Operating expenses per car hour,	1.5836
Operating expenses and taxes per car hour,	1.7885
Operating expenses per cent. of gross earnings,	.5849
Operating expenses and taxes per cent. of gross earnings,	.6606
Average number of employees, not including officials, during year,	60
Aggregate amount of wages paid employees,	\$44,656.86
Amount of salaries paid officials as enumerated on page 422,	3,617.11

*In order to arrive at correct results in computing the operating expense per car mile, it is necessary to take into consideration the fact that the cars of this Company operated during the period covered by this report, 271,187 miles over the tracks of the Hartford Street Railway Company, in excess of the mileage reported, viz: 598,026. The accounts affected are numbers 6, 7, 19, and 21, which amount to \$11,384.82. Dividing this figure by the combined mileage, viz: 869,213, shows the actual cost of maintenance of cars and equipments per mile as .0130. Deducting this amount, viz: \$11,384.82 from the total cost of operation, \$74,069.96, leaves a balance of \$63,585.14 to be divided by the actual number of car miles operated over the tracks of the Hartford & Springfield Street Railway Company, viz: 598,026, showing a cost per car mile of \$.1063, and the sum of these two items gives the gross operating expense per car mile as \$.1193, as shown on the report.

CROSSINGS, ETC.

Steam railroad crossings over grade,	2
Steam railroad crossings under grade,	2

Description of Road and Equipment.

TRACK.

	Owued.
Length of road (first main track),	30.500
Total length of main track,	30.500
Length of sidings and turnouts,	2.940
Total computed as single track,	33.440

RAILS.

Name of, "T"; weight per yard, 56.60 and 70 lbs; steel (miles of), 33.440; total, 33.440.

GAUGE OF TRACK — 4 feet 8½ inches.

PAVING.

	Miles.
Macadam,	2.33

CARS, ETC.

	With Electric Equip- ment.	Without Electric Equip- ment.	Total Number.
Closed passenger cars equipped with full vestibule,	17	.....	17
Open passenger cars,	20	2	22
Total passenger cars,	37	2	39
Work cars,	3	.....	3
Snow plows,	4	.....	4
Total,	44	2	46

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors,	9.5	\$1.90
Motormen,	9.5	1.90
Starters,	10	2.50
Watchmen,	12	1.80
Switchmen,	10	1.35
Roadmen,	10	1.80
Linemen,	10	2.25
Engineers,	12	3.00
Firemen,	12	2.00
Electricians,	10	2.50
Machinists and mechanics,	10	3.50

List of All Accidents During Year ended June 30, 1905.

Cause and Nature of Injury.	FROM THEIR OWN MISCONDUCT OR CARELESSNESS.	
	Killed.	Injured.
Other persons,	2	2

Description of Accidents.

August 17, 1904. Man driving carelessly ran over small pile of dirt in roadway, was injured.

Sept. 3, 1904. Italian jumped from car in Suffield; skull fractured, from which he died.

Oct. 4, 1904. Child playing in ditch along track crawled in front of car; leg cut off, causing death.

April 24, 1905. Man under influence of liquor lay on track; right leg cut off.

Oath.

COMMONWEALTH OF MASSACHUSETTS, } ss.
COUNTY OF SUFFOLK,

Personally appeared before me, Chauncey Eldridge, Treasurer of the Hartford & Springfield Street Railway Company, who, being duly sworn, deposes and says that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending June 30, A.D. 1905, according to the best of his knowledge and belief.

Signed,

CHAUNCEY ELDRIDGE,

Treasurer.

Sworn and subscribed to before me, this fifth day of October, A.D. 1905.

DANIEL K. SNOW,

Justice of the Peace.

HARTFORD STREET RAILWAY CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1905.

Capital authorized by charter,	\$2,000,000.00
Capital stock outstanding,	1,000,000.00
Bonds outstanding,	2,810,000.00
Total stock, bonds, and floating debt,	3,810,000.00
* Capital stock issued per mile of road owned,	12,842.24
* Bonds issued per mile of road owned,	36,086.71
Cost of construction,	3,059,542.15
Cost of equipment,	1,022,360.14
Total cost of construction and equipment,	4,081,902.29
* Cost of construction and equipment per mile of road owned,	52,420.79
Gross earnings from operation,	961,760.81
Operating expenses,	672,565.20
Net earnings,	289,195.61
Income from other sources,	701.80
Gross income from all sources,	289,897.41
Per cent. of operating expenses to gross earnings,	69.93
* Gross earnings per mile operated,	10,292.37
* Operating expenses per mile operated,	7,197.52
* Net earnings per mile operated,	3,094.85
Gross earnings per mile run,	.2066
Operating expenses per mile run,	.1445
Net earnings per mile run,	.0621
Gross earnings per car hour,	1.76
Operating earnings per car hour,	1.23
Net earnings per car hour,	.53
Taxes paid State,	49,969.50
Interest paid,	122,831.99
Dividend paid,	45,000.00
Total length of main track owned,	77.868
Total length of main track operated,	93.444
Total car mileage,	4,654,628
Total car hours,	545,695
Fare passengers carried,	18,355,981
Fare passengers per mile run (passenger),	4.04
Fare passengers per car hour (passenger),	34.45
* Fare passengers per mile of main track operated,	196.438
Number of employees,	692
Accidents: Killed,	4
Injured,	61

* Mileage to be used in this computation should not include that of sidings and turnouts.

Description of Lines.

From	To	Length of road (first main track).	Length of sec- ond main track.	Total length of main tracks.	Length of sid- ings and turnouts.	Total computed as single track.
Wethersfield	Rainbow,	17.153	6.384	23.537	.838	24.375
Capen and Windsor	Keney Park,	1.186	.015	1.201	.045	1.246
Tunnel	St. Benedicts,	3.533	1.069	4.602	.144	4.746
Albany and Vine	Westland,	1.000	.....	1 000	.040	1.040
City Hall	West Hartford,	3.631	1.922	5.553	.230	5.783
Asylum and Farm- ington	Asy. and Wood- land,	.882	.235	1.117	.052	1.169
Asylum and Gar- den	Ashley and Woodland,	1.063	.....	1.063	.151	1.214
Asylum and Ford	Park and La- fayette,	.740	.079	.819	.....	.819
Capitol	Laurel and Park,	1.123	.685	1.758	.092	1.850
Park and Main	Golf Club,	3.887	.276	4.163	.177	4.340
Park and Broad	Vernon and Re- treat,	.725	.118	.843	.069	.912
Park and Zion	Stone Pits,	1.207	.....	1.207	.043	1.250
Park and New Park	Charter Oak Park,	1.498	.093	1.591	.....	1.591
Park and Prospect	Quaker Lane,	.916	.....	.916	.....	.916
Main and Charter Oak	Masseek,	.809	.045	.854	.196	1.050
Park and Main	Newington,	5.152	3.837	8.539	.616	9.155
Retreat and Maple	Jordan Lane,	2.271	2.228	4.499	.036	4.535
Stone Pits	Cedar Hill,	1.072	.....	1 072	.....	1.072
Atwood's Corner	Elmwood,	1.417	.....	1.417	.....	1.417
Main and Morgan	Silver Lane,	2.519	1.079	3 598	.050	3.648
Church Corner	East Windsor Hill,	6.731	.742	7.473	.815	7.788
Ford and Pearl	City Hall,	.667	.121	.788	.022	.810
Morgan and Mar- ket	State Street,	.258	.....	.258	.....	.258
		59.440	18.428	77.868	8.116	80.984

Corporate Name and Address of Company.

Hartford Street Railway Company.

Historical Sketch of Organization, Construction, Leasing, and Consoli-
dation of Lines now Operated.

Organized July 1, 1862, as the Hartford and Wethersfield Horse Railway Com-
pany; changed to Hartford Street Railway Company October 4, 1893.

Leased the East Hartford & Glastonbury Horse Railroad Company for 30 years
from December 1, 1897.

Officers of the Company.

Name.	Office.	Official Address.
C. S. MELLEN,	President,	New Haven, Conn.
CALVERT TOWNLEY,	1st Vice-President,	" "
H. M. KOCHERSPERGER,	2d Vice-President,	" "
J. G. PARKER,	Secretary,	" "
A. S. MAY,	Treasurer,	" "
T. F. PARADISE,	Asst. Treasurer,	" "
C. L. CAMPBELL,	Auditor,	Hartford, "
FRANK CAUM,	Acting Manager,	" "
E. G. BUCKLAND,	General Counsel,	New Haven, "
FRED MILLER,	Superintendent,	Hartford, "

Directors of the Company.

Name.	Residence.
E. S. GOODRICH,	Hartford, Conn.
DANIEL R. HOWE,	" "
SAMUEL G. DUNHAM,	" "
EDWARD MILNER,	Moosup, "
GEORGE J. BRUSH,	New Haven, "
CHAS. F. BROOKER,	Ansonia, "
FRANK W. CHENEY,	South Manchester, Conn.
C. S. MELLEN,	New Haven, Conn.
D. NEWTON BARNEY,	Farmington, "

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, third Wednesday in January.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value Per Share.	Total Par Value Issued and Outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common, .	\$2,000,000.00	\$10,000	\$100.00	\$1,000,000.00	4 1/4 per ct	\$45,000.00

Total number of stockholders, 14.

Total number of stockholders in this state, 14.

Amount of stock held in this state, \$1,000,000.00.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
Mort. Bonds, gold,	Sept. 1, 1900	30	Sept. 1, 1930	\$3,000,000.00	\$2,500,000.00
Debenture Bds., {	Jan. 12, 1903 }	"	Jan. 1, 1930	165,000.00	165,000.00
Debenture Bds., {	Apr. 27, 1903 }	"	Jan. 1, 1930	145,000.00	145,000.00
Debenture Bds., {	July 15, 1903 }	"	Jan. 1, 1930	145,000.00	145,000.00
Debenture Bds., {	Mar. 29, 1904 }	"	Jan. 1, 1930	145,000.00	145,000.00
Total,				\$3,310,000.00	\$2,810,000.00

INTEREST.

Rate.	When Payable.	Accrued during Year.
4 per cent.	March and September.	\$100,000.00
4 per cent.	January and July.	5,849.99
4½ per cent.	January and July.	5,525.00
Total,		\$111,374.99

Per mile of single track owned exclusive of sidings and turnouts, 77.868 miles.

Capital stock outstanding, \$12,842.24

Funded debt outstanding, 36,086.71

Total, \$48,928.95

Construction and Equipment.

Account.	Total Cost to June 30, 1904.	Additions during Year.	Deductions during Year.	Total Cost to June 30, 1905.
Engineering and superintend'ce,	\$52,316.27	\$1,713.92	.....	\$54,030.19
Track and roadway construction,	1,849,151.18	21,458.98	.....	1,870,610.11
Electric line construction,	851,281.53	5,990.59	.....	857,272.12
Real estate used in operation of road,	211,272.84	.....	.....	211,272.84
Buildings and fixtures used in operation of road,	587,860.48	1,428.98	.....	589,289.46
Investment real estate,	27,067.98	.....	.....	27,067.98
Power plant equipment,	214,402.29	7,195.97	.....	221,598.26
Shop tools and machinery,	11,324.25	104.18	.....	11,428.38
Cars,	425,682.83	35,222.79	.....	460,905.62
Electric equipment of cars,	281,869.99	25,868.18	.....	307,738.17
Miscellaneous equipment,	20,781.71	.....	\$92.00	20,689.71
Total,	\$3,988,010.80	\$98,983.49	\$92.00	\$4,081,902.29
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts,	.....	.....	.....	\$52,420.79

Income Account for Year ending June 30, 1905.

Gross earnings from operation,	\$961,760.81	
Operating expenses,	672,565.20	
Net earnings from operation,		\$289,195.61
Miscellaneous Income: Interest on deposits,		701.80
Gross income less operating expenses,		\$289,897.41

Deductions from income:

Taxes: On real and personal prop-			
erty,	.	.	\$405.25
On capital stock,	.	.	49,969.50
On earnings,	.	.	12,156.94
Total,	.	.	\$62,531.69
Interest: On funded debt,			
	.	.	\$122,374.99
On real estate mortgages,	.	.	90.00
On floating debt,	.	.	367.00
			122,831.99
			\$185,363.68
Net income,			
	.	.	\$104,533.73
Three Dividends 1½ per cent. on \$1,000,000.00,			
common stock,	.	.	45,000.00
Surplus for year,	.	.	\$59,533.73
Surplus at beginning of year,	.	.	222,747.03
Debits,	.	.	222,747.03
Surplus or deficit at close of year,	.	.	\$282,280.76

Gross Earnings from Operation.

Car earnings:			
Passengers,	.	.	\$917,106.48
Chartered cars,	.	.	1,731.27
Freight,	.	.	17,349.68
Mail,	.	.	1,579.21
Express,	.	.	3,677.54
			\$941,444.18
Miscellaneous earnings:			
Advertising,	.	.	\$3,250.00
Rent of land and buildings,	.	.	1,333.83
Rent of tracks,	.	.	8,871.49
Rent of equipment,	.	.	499.00
Sale of power,	.	.	6,362.31
Total,	.	.	\$961,760.81

Operating Expenses.

MAINTENANCE.

Way and structures:

Maintenance of track and roadway,	.	.	\$40,203.68
Maintenance of electric line,	.	.	16,058.44
Maintenance of buildings and fixtures,	.	.	13,692.36
Total,	.	.	\$69,954.48

Equipment:

Maintenance of steam plant,	\$11,910.47
Maintenance of electric plant,	1,765.80
Maintenance of cars,	36,570.79
Maintenance of electric equipment,	26,216.47
Maintenance of miscellaneous equipment,	2,410.30
Miscellaneous shop expenses,	9,379.32

Total,	\$88,253.15
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TRANSPORTATION.

Operation of power plant:

Power plant wages,	\$25,355.34
Fuel for power,	97,281.18
Water for power,	135.03
Lubricants and waste for power plant,	2,217.63
Miscellaneous supplies and expenses of power plant,	2,393.17

Total,	\$127,382.35
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Operation of cars:

Superintendence of transportation,	\$13,114.80
Wages of conductors,	111,061.27
Wages of motormen,	111,061.28
Wages of miscellaneous car service employees,	4,512.02
Wages of car house employees,	20,351.29
Car service supplies,	3,324.79
Miscellaneous car service expenses,	11,606.88
Hired equipment,	29,481.59
Cleaning and sanding track,	11,831.42
Removal of snow and ice,	8,810.09

Total,	\$325,155.43
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General:

Salaries of general officers,	\$19,433.19
Salaries of clerks,	8,038.55
Printing and stationery,	545.47
Miscellaneous office expenses,	2,906.41
Stores expenses,	2,613.28
Stable expenses,	4,636.97
Advertising and attractions,	2,783.43
Miscellaneous general expenses,	4,265.10
Damages,	6,160.51
Legal expenses in connection with damages,	250.00
Miscellaneous legal expenses,	581.77
Insurance,	9,605.11

Total,	\$61,819.79
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Grand Total,	\$672,565.20
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Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$3,983,010.80	Construction and equip- ment,	\$4,081,902.29	\$98,891.49	.....
	Current assets as follows:			
77,118.24	Cash,	68,499.54	.....	\$8,618.70
7,970.11	Accounts receivable,	11,726.00	3,755.89	.....
44,138.31	Material and supplies,	32,207.11	.....	11,931.20
8,998.73	Prepaid accounts,	2,038.15	.....	1,960.58
	Paymaster,	5,750.00	5,750.00	.....
\$4,116,221.19	Total,	\$4,202,118.09	\$108,897.36	\$22,500.48

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$1,000,000.00	Capital stock, common,	\$1,000,000.00		
2,760,000.00	Funded debt,	2,810,000.00	\$50,000.00	.....
	Current liabilities as follows:			
57,874.75	Accounts payable,	29,959.87	.....	\$27,914.88
	Accrued liabilities as fol- lows:			
86,360.09	Taxes accrued, not yet due,	89,665.23	3,305.14	.....
39,289.32	Interest on funded debt, accrued and not yet due,	40,212.23	972.91	.....
222,747.03	Surplus,	282,280.76	59,533.73	.....
\$4,116,221.19	Total,	\$4,202,118.09	\$118,811.78	\$27,914.88

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	4,538,975
Freight, mail, and express car mileage,	115,653
Total car mileage,	4,654,628
Passenger car hours,	532,766
Freight, mail, and express car hours,	12,929
Total car hours,	545,695
Fare passengers carried,	18,355,981
Transfer passengers carried,	4,066,151
Total passengers carried,	22,422,132
Average fare, revenue passengers,	.0499
Average fare, all passengers (including transfer passengers),	.0409

1905.]

HARTFORD STREET RAILWAY COMPANY.

487

Car earnings per car mile,	.2023
Miscellaneous earnings per car mile,	.0043
Gross earnings per car mile,	.2066
Car earnings per car hour,	1.72
Miscellaneous earnings per car hour,	.04
Gross earnings per car hour,	1.76
Operating expenses per car mile,	.1445
Operating expenses and taxes per car mile,	.1579
Operating expenses per car hour,	1.23
Operating expenses and taxes per car hour,	1.34
Operating expenses per cent. of gross earnings,	.6993
Operating expenses and taxes per cent. of gross earnings,	.7643
Average number of employees, not including officials, during year,	692
Aggregate amount of wages paid employees,	\$417,100.92
Amount of salaries paid officials, as enumerated on page 432,	16,366.66

CROSSINGS, ETC.

Steam railroad crossings at grade protected by gates,	1
Steam railroad crossings under grade,	4

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold:

Fifty trip tickets in 10 cent limit, \$4.00; 50 trip tickets in 15 cent limit, \$5.00; 60 trip tickets Hartford City Hall to Newington, \$3.00; 20 trip tickets Windsor and Poquonock, \$1.00; 40 trip tickets Pupils, \$1.00.

Description of Road and Equipment.

TRACK.

	Owued.	Leased.	Operated under track- age rights.	Total Operated.
Length of road (first main track),	59.440	8.946	4.628	73.009
Length of second main track,	18.428	.882	1.125	20.435
Total length of main track,	77.868	9.828	5.748	93.444
Length of sidings and turnouts,	3.116	.402	.500	4.018
Total computed as single track,	80.984	10.230	6.248	97.462

RAILS.

Name of.	Weight per yard.	Steel, (miles of).
"T,"	70	40.078
Girder Tram,	70-90	36.730
Girder Groove,	100-107	4.176
Total miles of,		80.984
GAUGE OF TRACK — 4 feet 8½ inches.		

PAVING.

	Miles.
Asphalt, sheet,	8.292
Asphalt, block,	1.604
Belgium block,	.508
Macadam,	34.120
Stone ballast,	5.269
Wood,	.148
Total miles,	49.941

CARS, ETC.

	With Electric Equipment.	Without Electric Equipment.	Total Operated.
Closed passenger cars, equipped with full vestibule,	110	6	116
Open passenger cars,	101	.....	101
Total passenger cars,	211	6	217
Freight cars,	6	42	48
Express cars,	4	.....	4
Work cars,	3	.....	3
Snow plows,	6	.....	6
Sweepers,	9	.....	9
Miscellaneous,	8	.....	8
Total,	242	48	290

EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors,	9½	\$1.90
Motormen,	9½	1.90
Starters,	9	2.25
Watchmen,	12	1.80
Switchmen,	9	1.35

Roadmen,	10	1.50
Hostlers,	10	1.50
Linemen,	10	2.00
Engineers,	8	2.75
Firemen,	8	2.00
Electricians,	8	2.00
Machinists and mechanics,	10	2.50

List of All Accidents During Year ended June 30, 1905.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	..	6	..	20	..	26
Employees,	..	7	..	2	.	9
Other persons,	..	..	4	26	4	26
Total,	..	13	4	48	4	61

Amount paid for injuries and damages caused by accidents:

Paid by the company,	\$4,594.81
Total,	\$4,594.81

Description of Accidents.

July 1, 1904. Conductor's hands badly burned by live trolley wire, unconscious.

July 4, 1904. Man tried to board moving car on side where running board was folded up and guard rail down, missed his hold, fell under car, killed.

July 4, 1904. Woman stepped from moving car, fell on back, rendered unconscious.

July 8, 1904. Milk wagon driven in front of car, two men thrown out, both injured.

July 9, 1904. Conductor's arm broken while letting off brake.

July 11, 1904. Man on bicycle ran into car, jaw broken.

July 12, 1904. Conductor knocked from running board by team and slightly hurt. ^

July 15, 1904. Man thrown out in collision of cars, slightly injured.

July 16, 1904. Automobile ran into car, auto lamps broken, car fender broken.

July 29, 1904. Brakeman on freight car slightly injured, caused by rear truck leaving rail.

August 1, 1904. Man, old and deaf, stepped in front of moving car, killed.

August 6, 1904. Employee jumped from moving car, badly cut about the head.

August 16, 1904. Boy ran in front of moving car; small scalp wound.

August 20, 1904. Conductor was thrown against window, caused by car lurching, cut hand severely.

August 29, 1904. Boy on bicycle rode into car, knocked off, carried into drug store.

August 30, 1904. Man and woman drove in front of moving car, both thrown out, face and hands cut, wagon wheel and shafts broken.

August 31, 1904. Motorman stepped off backward from moving car, cut on back of head, rendered unconscious.

September 5, 1904. Child two years old crossed in front of moving car, picked up by fender, small cut on head.

September 7, 1904. Intoxicated man stepped in front of moving car, knocked down, cut over eye.

September 7, 1904. Man jolted off car caused by running into open switch.

September 8, 1904. Woman stepped from one car in front of another, knocked down, slightly injured.

September 25, 1904. Intoxicated man lying on track, struck by fender, rolled onto fender, cut over eye.

September 27, 1904. Conductor was thrown from car while rounding curve, several injuries (right side and thigh near hip, right arm and elbow severely cut).

October 5, 1904. Man bruised his forehead, caused by collision of two cars.

October 8, 1904. Man jumped from moving car, picked up unconscious, cut over left eye.

October 11, 1904. Man rode bicycle in front of car, picked up by fender, bicycle badly damaged.

October 13, 1904. Intoxicated man lying on track, killed.

October 13, 1904. Man drove in front of car, wagon damaged, horse killed.

October 20, 1904. Man stepped from car into ditch, hurt knee slightly.

October 28, 1904. Car collided with team, wagon broken, man hurt.

November 5, 1904. Woman stepped in front of moving car, hit by fender, slightly injured.

November 8, 1904. Collision of vehicles; one backed into car, shafts and spokes broken.

November 12, 1904. Collision of car and bakery wagon, wheel, axle, spring, and lamp broken.

November 19, 1904. Man stepped from moving car, fell, cut and bruised face.

November 23, 1904. Collision of cars; passengers slightly injured.

November 27, 1904. Runaway team collided with car; both shafts of wagon broken.

December 7, 1904. Horse shied and pulled in front of car, leg broken.

December 12, 1904. Team, cleaning snow from tracks hit by car, two horses injured.

December 14, 1904. Team drove in front of car, wagon shaft broken.

January 1, 1905. Man fell in attempting to board car.

January 6, 1905. Woman caught between two cars, hurt shoulder.

January 21, 1905. Wagon completely demolished, man drove in front of car.

January 22, 1905. Man walking on track, hit, leg hurt.

January 30, 1905. Boy stealing ride, hit by car following, hurt leg slightly.

February 4, 1905. Little girl ran back of one car and in front of another, slightly injured.

February 13, 1905. Car derailed, one passenger hurt; conductor's face and hands cut by glass.

February 15, 1905. Hose carriage ran into car; car damaged.

March 3, 1905. Woman jumped from moving car; hurt back and side.

March 13, 1905. Collision, express wagon overturned, man's leg hurt, woman sprained ankle.

March 21, 1905. Automobile driven at high rate of speed ran into car; damaged car and auto.

March 22, 1905. Man in attempting to board moving car broke little finger.

March 30, 1905. Man boarded moving car, fell and hurt leg.

April 9, 1905. Stepped from moving car and fell, hurt limb.

April 19, 1905. Rode wheel in front of car, taken to hospital.

April 20, 1905. Woman jumped from car and hurt her hand.

April 21, 1905. Auto ran into car, both damaged.

April 27, 1905. Man fell from moving car, rendered unconscious.

May 1, 1905. Axle broke and threw car off the track.

May 8, 1905. Man stepped from moving car and cut his head badly.

May 8, 1905. Woman boarded moving car and fell; hurt her side.

May 11, 1905. Woman fell from moving car and hurt her arm.

May 12, 1905. Woman stepped from moving car and hurt her back.

May 18, 1905. Man rode wheel in front of car; cut his face.

May 19, 1905. Man fell from car; badly hurt.

May 20, 1905. Woman stepped from car and fell; cut her face.

May 24, 1905. Woman stepped from car and hurt her head.

May 29, 1905. Woman stepped in front of car and was killed.

May 29, 1905. Man drove in front of car; badly injured.

June 9, 1905. Man jumped from car cutting gash over his eye.

June 14, 1905. Man riding wheel fell in front of car; slight injuries.

June 15, 1905. Man jumped from car and cut his eye.

June 19, 1905. Man taken with fit and fell from car.

June 30, 1905. Man knocked from wheel by car; taken to hospital.

June 30, 1905. Woman knocked down by car; slight injury.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

Personally appeared before me, C. S. Mellen, President, and A. S. May, Treasurer, of the Hartford Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending June 30, A. D. 1905, according to the best of their knowledge and belief.

Signed,

C. S. MELLEN,
President.

A. S. MAY,
Treasurer.

Sworn and subscribed to before me, this 23d day of September, A. D. 1905.

ARTHUR W. BOWMAN,
Notary Public.

MANUFACTURERS' RAILROAD COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1905.

Capital authorized by charter,	\$20,000.00
Capital stock outstanding,	20,000.00
Bonds outstanding,	None
Floating indebtedness,	17,000.00
Total stock, bonds, and floating debt,	37,000.00
* Capital stock issued per mile of road owned,	10,000.00
Bonds issued per mile of road owned,	None
Cost of construction,	39,778.85
Cost of equipment,	8,810.31
Total cost of construction and equipment,	48,589.16
* Cost of construction and equipment per mile of road owned,	24,294.58
Gross earnings from operation,	11,664.60
Operating expenses,	7,831.48
Net earnings,	3,833.12
Income from other sources,	None
Gross income from all sources,	3,833.12
Per cent. of operating expenses to gross earnings,	.6714
* Gross earnings per mile operated,	5,832.30
* Operating expenses per mile operated,	3,915.74
* Net earnings per mile operated,	1,916.56
Taxes paid State,	261.82
Interest paid,	818.75
Dividend paid,	None
Total length of main track owned,	2.000
Total length of main track operated,	2.000
Number of employees,	4
Accidents: Injured,	1

Description of Lines.

From —	To —	Length of road (first main track).	Total computed as single track.
Cedar Hill Station of N. Y., N. H. & H. R. R. through River St. and property of National Wire Corporation,	Belle Dock freight yard of N. Y., N. H. & H. R. R.,	2.000	2.000

* Mileage to be used in this computation should not include that of sidings and turnouts.

Corporate Name and Address of Company.

The Manufacturers' R. R. Co., New Haven, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized November 23, 1893.

Chartered June 23, 1893.

Charter amended May 9, 1895.

" " May 12, 1895.

" " May 14, 1901.

" " April 29, 1903.

Officers of the Company.

Name.	Title.	Official Address.
GEORGE S. BARNUM,	President,	New Haven, Conn.
N. W. KENDALL,	Vice-President,	" "
F. L. BIGELOW,	Secretary,	" "
SIMEON J. FOX,	Treasurer,	" "
SIMEON J. FOX,	General Manager,	" "

Directors of the Company.

Name.	Residence.
GEORGE S. BARNUM,	New Haven, Conn.
N. W. KENDALL,	" "
S. J. FOX,	" "
F. E. WILLIAMS,	" "

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first week in November.

Capital Stock.

Description.	Total Par Value Authorized.	Par Value per Share.	Total par Value Issued and Outstanding.
Common,	\$20,000.00	\$25.00	\$20,000.00

Total number of stockholders, 6.

Total number of stockholders in this state, 6.

Amount of stock held in this state, \$20,000.00.

Per mile of single track owned exclusive of sidings and turnouts, 2,000 miles.

Capital stock outstanding, \$10,000.00

Total, \$10,000.00

Construction and Equipment.

Account.	Total cost to June 30, 1904.	Additions during year.	Total cost to June 30, 1905.
Organization,	\$1,328.15	.....	\$1,328.15
Engineering and superintendence,	2,452.98	.....	2,452.98
Right of way,	4,109.55	.....	4,109.55
Track and roadway construction,	25,794.75	\$1,627.63	27,422.38
Electric line construction,	4,253.53	212.26	4,465.79
Cars,	6,099.08	.....	6,099.08
Electric equipment of cars,	2,711.28	.....	2,711.28
Total,	\$46,749.27	\$1,839.89	\$48,589.16
Cost of construction and equipment per mile of road owned exclusive of sid- ings and turnouts, . . . . .	.....	.....	\$24,294.58

Income Account for Year ending June 30, 1905.

Gross earnings from operation,	\$11,664.60	
Operating expenses,	7,831.48	
Net earnings from operation,		\$3,833.12
Gross income less operating expenses,		\$3,833.12
Deductions from income:		
Taxes: On real and personal prop- erty,	\$261.82	
Miscellaneous,		\$261.82
Interest on floating debt,	818.75	\$1,080.57
Net income,		\$2,752.55
Surplus at beginning of year,	\$11,066.61	
Debits,	85.34	10,981.27
Surplus or deficit at close of year,		\$13,733.82

Gross Earnings from Operation.

Car earnings: freight,	\$11,664.60
Total,	\$11,664.60

Operating Expenses.**MAINTENANCE.****Way and structures:**

Maintenance of track and roadway,	\$943.69
Maintenance of electric line,	49.89
Maintenance of buildings and fixtures,	7.85
Total,	\$1,001.43

Operating Expenses. — Continued.**Equipment:**

Maintenance of cars,	\$921.64	
Maintenance of miscellaneous equipment,	11.56	
Total,		\$933.20

TRANSPORTATION.**Operation of power plant:**

Hired power,	2,385.30	
Total,		\$2,385.30

Operation of cars:

Wages of conductors,		
Wages of motormen,	} 2,473.28	
Wages of miscellaneous car service employees,		
Car service supplies,	18.08	
Cleaning and sanding track,	13.30	
Removal of snow and ice,	296.13	
Total,		\$2,800.79

General:

Salaries of general officers,	\$500.00	
Miscellaneous office expenses,	73.35	
Damages,	137.41	
Total,		\$710.76
Grand Total,		\$7,831.48

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, year ending June 30, 1905.
\$46,749.27	Construction and equipment, per Schedule D,	\$48,589.16	\$1,839.89
853.99	Current assets, as follows:		
963.35	Cash,	385.22	31.23
	Accounts receivable,	1,759.44	796.09
\$48,066.61	Total,	\$50,733.82	\$2,667.21

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, year ending June 30, 1905.
\$30,000.00	Capital stock, common, per Schedule F,	\$20,000.00	.....
17,000.00	Current liabilities as follows:		
	Loans and notes payable,	17,000.00	.....
11,066.61	Accrued liabilities as follows:		
	Surplus, per Schedule (page 445),	13,733.82	\$3,667.21
\$48,066.61	Total,	\$50,733.82	\$3,667.21

Mileage, Traffic, and Miscellaneous Statistics.

Operating expenses per cent. of gross earnings,	67.14
Operating expenses and taxes per cent. of gross earnings,	69.38
Average number of employees, not including officials, during year,	4
Aggregate amount of wages paid employees,	\$2,473.28
Amount of salaries paid officials as enumerated on page 444,	500.00

Description of Road and Equipment.**TRACK.**

Length of road (first main track),	Owned. 2.000
Total length of main track,	2.000
Total computed as single track,	2.000

RAILS.

Name of, "T"; weight per yard, 70 lbs.; steel (miles of), 2.000; total, 2.000.

GAUGE OF TRACK — 4 feet 8½ inches.

CARS, ETC.

	With Electric Equipment.
Snow plows,	1
Miscellaneous, electric locomotive,	1
Total,	2

EMPLOYEES.

	Average Num- ber of Hours on Duty per Day.	Wages per Day.
Motormen,	10	\$2.25
Switchmen,	10	2.00

List of All Accidents During Year ended June 30, 1905.

	Injured from their own misconduct or carelessness.
Employees,	1
Amount paid for injuries and damages caused by accidents:	
Paid by insurance companies,	None
Paid by the company,	None

Description of Accidents.

Frank Collins was caught between two cars in the yard of the New Haven Iron & Steel Co., and leg was slightly crushed.

Oath.

STATE OF CONNECTICUT, {
COUNTY OF NEW HAVEN, }

Personally appeared before me, Geo. S. Barnum, President, and S. J. Fox, Treasurer, of the Manufacturers' Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending June 30, A. D. 1905, according to the best of their knowledge and belief.

Signed,

GEO. S. BARNUM,
President.

SIMEON J. FOX,
Treasurer.

Sworn and subscribed to before me, this 26th day of September, A. D. 1905.

E. A. BRADLEY,
Notary Public.

MERIDEN, SOUTHTON & COMPOUNCE TRAMWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1905.

Capital authorized by charter,	\$500,000.00
Capital stock outstanding,	200,000.00
Bonds outstanding,	175,000.00
Floating indebtedness,	13,125.00
Total stock, bonds, and floating debt,	388,125.00
* Capital stock issued per mile of road owned,	17,179.17
* Bonds issued per mile of road owned,	15,031.78
Total cost of construction and equipment,	404,327.12
* Cost of construction and equipment per mile of road owned,	34,730.04
Gross earnings from operation,	62,562.61
Operating expenses,	49,650.44
Net earnings,	12,902.17
Gross income from all sources,	12,902.17
Per cent. operating expenses to gross earnings,	79.37
* Gross earnings per mile operated,	3,663.61
* Operating expenses per mile operated,	2,907.95
* Net earnings per mile operated,	755.66
Gross earnings per mile run,	.16607
Operating expenses per mile run,	.13182
Net earnings per mile run,	.03425
Gross earnings per car hour,	1.8240
Operating expense per car hour,	1.4478
Net earnings per car hour,	.3762
Taxes paid state,	2,332.61
Interest paid,	9,056.57
Total length of main track owned,	11.642
Total length of main track operated,	17.074
Total car mileage,	376.655
Total car hours,	34,293
Fare passengers carried,	1,215,026
Fare passengers per mile run (passenger),	3.22
Fare passengers per car hour (passenger),	35.43
* Fare passengers per mile of main track operated,	71,162
Number of employees,	40
Accidents: Killed,	1
Injured,	6

* Mileage to be used in this computation should not include that of sidings and turnouts.

Description of Lines.

From— .	To—	Length of road (first main track).	Total length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
Meriden	Lake Compounce and Plainville.	11.642	11.642	.693	12.335

Corporate Name and Address of Company.

The Meriden, Southington and Compounce Tramway Company, Meriden, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

The Company was organized September 10, 1897, under the laws of Connecticut.

The capital stock was increased to \$500,000.00 in January, 1901.

Officers of the Company.

Name.	Title.	Official Address.
WALTON CLARK,	President,	Philadelphia, Pa.
A. M. YOUNG,	Vice-President,	Branford, Conn.
W. F. DOUTHETT,	Secretary,	Philadelphia, Pa.
LEWIS LILLIE,	Treasurer,	" "
E. W. POOLE,	Asst. Treas. and Sec.,	Bridgeport, Conn.
J. E. SEWELL,	General Manager,	Waterbury, "
A. W. PAIGE,	General Counsel,	Bridgeport, "

Directors of the Company.

Name.	Residence.
A. M. YOUNG,	Branford, Conn.
WALTON CLARK,	Philadelphia, Pa.
LEWIS LILLIE,	" "
A. W. PAIGE,	Bridgeport, Conn.
J. E. SEWELL,	Waterbury, "

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in October.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value per Share.	Total Par Value Issued and Outstanding.
Common, . . .	\$500,000.00	2,000	\$100	\$200,000

Total number of stockholders, 5.

Total number of stockholders in this state, 3.

Amount of stock held in this state, \$300.00.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
First mortgage, 5%, 80 years, . . .	Aug. 15, 1898	80	July 1, 1928	\$200,000	\$175,000

INTEREST.

Rate.	When Payable.	Accrued during Year.
5 per cent.	January 1st and July 1st.	\$8,750.00

Per mile of single track owned exclusive of sidings and turnouts, 11.642 miles.

Capital stock outstanding,	\$17,179.17
Funded debt outstanding,	15,031.78

Total,	\$32,210.95
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Construction and Equipment.

Account.	Total Cost to June 30, 1904.	Additions during Year.	Total Cost to June 30, 1905.
Road built by contract,	\$260,000.00	.....	\$260,000.00
Engineering and superintendence,	78.70	\$19.78	98.48
Right of way,	41.00	.....	41.00
Track and roadway construction,	101,840.47	128.28	101,468.75
Electric line construction,	10,761.44	4,651.88	15,413.27
Buildings and fixtures used in operation of road,	15.85	.....	15.85
Investment real estate,	562.50	.....	562.50
Power plant equipment,	419.51	.....	419.51
Shop tools and machinery,	175.80	71.20	247.00
Cars,	21,538.19	305.04	21,838.23
Electric equipment of cars,	1,622.92	.....	1,622.92
Miscellaneous equipment,	2,594.66	.....	2,594.66
Miscellaneous,	5.00	.....	5.00
Total,	\$399,151.04	\$5,176.08	\$404,327.12
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, 11.642, . . . . .	.....	.....	34,730.04

Income Account for Year ending June 30, 1905.

Gross earnings from operation,	\$62,552.81
Operating expenses,	49,650.44

Net earnings from operation,	\$12,902.17
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Income Account.— Continued.**Deductions from income:**

Taxes: On real and personal prop-			
erty,	.	.	\$17.39
On capital stock,	.	.	2,332.61
	.	.	\$2,350.00
Interest: On funded debt,			
	.	.	8,750.00
On floating debt,	.	.	306.57
		9,056.57	11,406.57
Net income,			\$1,495.60
Surplus for year,			\$1,495.60
Surplus at beginning of year,			\$13,148.81
Debits,			\$13,148.81
Surplus at close of year,			\$14,644.41

Gross Earnings from Operation.

Car earnings:			
Passengers,	.	.	\$60,341.78
Chartered cars,	.	.	568.12
Mail,	.	.	175.02
Express,	.	.	600.98
			\$61,685.90
Miscellaneous earnings:			
Advertising,	.	.	\$150.00
Rent of land and buildings,	.	.	168.00
Sale of power,	.	.	548.71
Total,			\$866.71
			\$62,552.61

Operating Expenses.**MAINTENANCE.****Way and structures:**

Maintenance of track and roadway,	.	.	\$3,964.14
Maintenance of electric line,	.	.	893.30
Maintenance of buildings and fixtures,	.	.	209.38
Total,			\$5,066.82

Equipment:

Maintenance of steam plant,	.	.	\$11.75
Maintenance of electric plant,	.	.	19.03
Maintenance of cars,	.	.	2,962.04

Operating Expenses.—Continued.

Maintenance of electric equipment, . . .	1,577.31	
Maintenance of miscellaneous equipment, . . .	219.53	
Miscellaneous shop expenses, . . .	89.72	
Total,		4,879.38

TRANSPORTATION.**Operation of power plant:**

Power plant wages,	\$3,144.71	
Fuel for power,	2,300.66	
Lubricants and waste for power plant, . . .	109.33	
Miscellaneous supplies and expenses of power plant,	455.55	
Hired power,	4,768.28	
Total,		10,778.53

Operation of cars:

Superintendence of transportation, . . .	\$1,200.00	
Wages of conductors,	7,026.87	
Wages of motormen,	7,103.51	
Wages of miscellaneous car service employees, .	9.92	
Wages of car house employees,	910.45	
Car service supplies,	218.01	
Miscellaneous car service expenses, . . .	80.41	
Cleaning and sanding track,	227.79	
Removal of snow and ice,	470.23	
Total,		17,247.19

General:

Salaries of clerks,	565.75	
Printing and stationery,	90.89	
Miscellaneous office expenses,	258.81	
Advertising and attractions,	2,033.35	
Miscellaneous general expenses,	392.00	
Damages,	1,520.48	
Miscellaneous legal expenses,	15.83	
Rent of tracks and terminals,	5,465.91	
Insurance,	1,335.50	
Total,		11,678.52
Grand Total,		\$49,650.44

Detailed Statement of Rentals of Leased Lines.

None.

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$399,151.04	Construction and equip- ment,	\$404,327.12	\$5,176.08	.....
	Current Assets as follows:			
2,192.56	Cash,	2,975.08	782.52	.....
6,888.18	Accounts receivable, . .	422.86	.....	\$6,465.32
4,876.58	Material and supplies, .	4,982.18	605.55	.....
763.78	Prepaid accounts, . .	789.87	.....	24.06
\$418,372.09	Total,	\$418,446.86	\$6,564.15	\$6,489.88

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$200,000.00	Capital stock, common, .	\$200,000.00	.....	.....
175,000.00	Funded debt,	175,000.00	.....	.....
	Current liabilities as follows:			
20,500.00	Loans and notes payable, .	18,125.00	.....	\$7,375.00
1,722.40	Accounts payable, . . .	7,002.84	\$5,279.94	.....
29.74	Advance ticket sales, . .	110.86	80.62	.....
	Accrued liabilities as follows:			
2,971.14	Reserves, accident insur- ance fund,	8,564.75	593.61	.....
18,148.81	Surplus (p. 452), . . .	14,644.41	1,495.60	.....
\$418,372.09	Total,	\$418,446.86	\$7,449.77	\$7,375.00

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	376,655
Total car mileage,	376,655
Passenger car hours,	34,293
Total car hours,	34,293
Fare passengers carried,	1,215,026
Transfer passengers carried,	55,438
Total passengers carried,	1,270,464
Average fare, revenue passengers,	\$.04966
Average fare, all passengers (including transfer passengers), . .	.04749
Car earnings per car mile,	.16377
Miscellaneous earnings, per car mile,	.00230
Gross earnings per car mile,	\$1,6607

Car earnings per car hour,	1.79879
Miscellaneous earnings per car hour,	.02527
Gross earnings per car hour,	<u>\$1.82406</u>
Operating expenses per car mile,	.13182
Operating expenses and taxes per car mile,	.13806
Operating expenses per car hour,	1.4478
Operating expenses and taxes per car hour,	1.51635
Operating expenses per cent. of gross earnings,	79.37
Operating expenses and taxes per cent. of gross earnings,	83.13
Average number of employees, not including officials, during year,	40
Aggregate amount of wages paid employees,	\$24,600.74

CROSSINGS, ETC.

Steam railroad crossings under grade, 1

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold:

School tickets sold 25 for \$1.00, with refund of 25 cents.

Description of Road and Equipment.

TRACK.

	Owmed.	Operated under Trackage Rights.	Total Operated.
Length of road (first main track),	11.642	5.432	17.074
Length of sidings and turnouts,	.693	.294	.987
Total computed as single track,	12.335	5.726	18.061

RAILS.

Name of, "T"; weight per yard, 56 lbs.; steel (miles of), 12.335; total, 12.335.

GAUGE OF TRACK — 4 feet 8½ inches.

PAVING.

	Miles.
Macadam,	1.209
Total miles,	<u>1.209</u>

CARS, ETC.

	With Electric Equipment.	Without Electric Equipment.	Total Number.
Closed passenger cars, equipped with full vestibule,	7	.....	7
Open passenger cars,	12	.....	12
Total passenger cars,	19	.....	19
Work cars,	1	4	5
Snow plows, . . . . .	.....	2	2
Total,	20	6	26

EMPLOYEES.

	Average Number of Hours on Duty per Day.	Wages per Day.
Conductors,	10	\$1.90 to \$2.10
Motormen,	10	1.90 to 2.10
Watchmen,	12	2.00
Roadmen,	10	1.35 to 2.25
Linemen,	10	2.25
Engineers,	11½	2.00
Firemen,	11½	1.75
Electricians,	10	2.25
Machinists and mechanics,	10	1.75 to 2.75

List of All Accidents During Year ended June 30, 1905.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured	Killed.	Killed.	Killed.	Injured.
Passengers,	..	1	..	3	..	4
Employees,	..	1	..	..	..	1
Other persons,	..	..	1	1	1	1
Total,	..	2	1	4	1	6

Amount paid for injuries and damages caused by accidents:

Paid by the company, \$709.50

Total, \$709.50

Description of Accidents.

July 9, 1904. Conductor knocked off running board of car by passing team; injured head and back.

February 17, 1905. Man stumbled over fender of standing car; hand cut.

February 22, 1905. Collision snow plow and passenger car; one passenger injured slightly.

March 5, 1905. Passenger stepped from moving car and fell cutting face.

March 8, 1905. Boy fell while walking through car; cut over eye.

April 28, 1905. Intoxicated pedestrian fell on track in front of moving car and was killed.

May 10, 1905. Passenger fell while alighting from standing car; shaken up.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF FAIRFIELD, } ss.

Personally appeared before me, Walton Clark, President, and E. W. Poole, Assistant Treasurer, of the Meriden, Southington & Compound Tramway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending June 30, A. D. 1905, according to the best of their knowledge and belief.

Signed,

WALTON CLARK,

President.

E. W. POOLE,

Asst. Treasurer.

Sworn and subscribed to before me, this fourteenth day of September, A. D. 1905.

WILLIAM T. HINCKS,

Notary Public.

NEWINGTON TRAMWAY COMPANY.

Corporate Name and Address of Company.

Newington Tramway Company.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized June 27, 1895.

The lands, roadbed, overhead line, etc., of this company having been sold July 8, 1897, to the Hartford Street Railway Company and the Central Railway and Electric Company of New Britain, Conn., it has only eight dollars (\$8.00) of stock liabilities, and has practically gone out of business.

The cost of road, equipment, etc., is represented in the annual return of the Hartford Street Railway Company and the Connecticut Railway and Lighting Company.

Officers of the Company.

Name.	Title.	Official Address.
F. G. PLATT,	President,	New Britain, Conn.
DANIEL R. HOWE,	Secretary,	Hartford, "
DANIEL R. HOWE,	Treasurer,	" "

Directors of the Company.

Name.	Residence.
F. G. PLATT,	New Britain, Conn.
C. H. NEWELL,	Lynn, Mass.
E. S. GOODRICH,	Hartford, Conn.
S. G. DUNHAM,	" "
D. R. HOWE,	" "
ATWOOD COLLINS,	" "
JOHN S. BARTLETT,	Lynn, Mass.

Capital Stock.

Description.	Number of Shares Outstanding.	Par Value per Share.
Common,	8	*\$100.00

* Par \$100.00 less 99% repaid.

Total number of stockholders, 5.

Total number of stockholders in this state, 5.

Amount of stock held in this state, \$500.00.

Oath.

STATE OF CONNECTICUT, } ss.
COUNTY OF HARTFORD,

Personally appeared before me, F. G. Platt, President, of the Newington Tramway Company, who, being duly sworn, deposes and says that he caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending June 30, A. D. 1905, according to the best of his knowledge and belief.

Signed,

F. G. PLATT,
President.

Sworn and subscribed to before me, this 10th day of October, A. D. 1905.

JOHN KIRKHAM,
Notary Public.

PROVIDENCE AND DANIELSON RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1905.

Capital authorized by charter,	\$1,000,000.00
Capital stock outstanding,	1,000,000.00
Bonds outstanding,	600,000.00
Floating indebtedness,	77,325.63
Total stock, bonds, and floating debt,	1,677,325.63
* Capital stock issued per mile of road owned,	38,328.86
* Bonds issued per mile of road owned,	22,797.32
Cost of construction,	1,094,417.13
Cost of equipment,	605,944.30
Total cost of construction and equipment,	1,700,361.43
Cost of construction and equipment per mile of road owned,	65,172.91
Gross earnings from operation,	84,307.09
Operating expenses,	69,931.82
Net earnings,	14,375.27
Income from other sources,	39.01
Gross income from all sources,	14,414.28
Per cent. of operating expenses to gross earnings,	.8294
Gross earnings per mile operated,	2,408.77
Operating expenses per mile operated,	1,998.05
* Net earnings per mile operated,	410.72
Gross earnings per mile run,	.1499
Operating expenses per mile run,	.1243
Net earnings per mile run,	.0256
Gross earnings per car hour,	Not known.
Operating expenses per car hour,	"
Net earnings per car hour,	"
Taxes paid States,	1,273.65
Interest paid,	30,533.61
Dividend paid,	None.
Total length of main track owned,	26.090
Total length of main track operated,	35.000
Total car mileage,	562,249
Total car hours,	Not known.
Fare passengers carried,	1,264,743
Fare passengers per mile run (passenger),	.2723
Fare passengers per car hour (passenger),	Not known.
* Fare passengers per mile of main track operated,	36,135
Number of employees,	69
Accidents: Killed,	None.
Injured,	None.

* Mileage to be used in this computation should not include that of sidings and turnouts.

Description of Lines.

From —	To—	Length of road (first main track).	Length of sidings and turnouts.	Total computed as single track.
Providence, R. I.	R. I.—Conn. State Line	24.110	1.095	25.205
R. I.—Conn. State Line	East Killingly, Conn.	1.980	.530	2.510
Total, . . . . .	.....	26.090	1.625	27.715

Corporate Name and Address of Company.

Providence and Danielson Railway Company, 610 Bannigan Building,
Providence, R. I.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized July 7, 1893, under an act of the General Assembly of the State of Rhode Island, passed April 18, 1893; amended April 29, 1898, March 26, 1901, and March 28, 1901.

Officers of the Company.

Name.	Title.	Official Address.
JAMES H. MORRIS,	President,	Philadelphia, Pa.
D. F. SHERMAN,	Vice-President,	Providence, R. I.
FRANKLIN A. SMITH, JR.,	Secretary,	" "
GEO. W. PRENTICE,	Treasurer,	" "
J. E. THIELSEN,	Superintendent,	North Scituate, R. I.

Directors of the Company.

Name.	Residence.
*FRANKLIN P. OWEN,	Providence, R. I.
GEO. W. PRENTICE,	" "
FRANKLIN A. SMITH, JR.,	" "
D. F. SHEERMAN,	" "
JOHN W. POTTER,	" "
JAMES S. KENYON,	" "
EDWIN A. SMITH,	" "
JAMES H. MORRIS,	Philadelphia, Pa.
JULIUS CHRISTENSEN,	" "

Date of close of fiscal year, December 31st.

Date of stockholders' annual meeting, third Wednesday in January.

*Franklin P. Owen died January 23, 1905.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value per Share.	Total Par Value Issued and Outstanding.
Common,	\$1,000,000.00	10,000	\$100.00	\$1,000,000.00

Total number of stockholders, 67.

Total number of stockholders in this state, 6.

Amount of stock held in this state, \$6,200.00.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
First Mortgage Bonds,	May 1, 1901	80	May 1, 1981	\$800,000.00	\$800,000.00

INTEREST.

Rate.	When Payable.	Accrued during year.
5 per cent.	May and November.	\$80,000.00

Per mile of single track owned exclusive of sidings and turnouts, 26.090 miles.

Capital stock outstanding, \$38,328.86

Funded debt outstanding, 22,997.32

Total, \$61,326.18

Construction and Equipment.

Account.	Total cost to June 30, 1904.	Additions during year.	Total cost to June 30, 1905.
Organization,	\$30,200.00	.....	\$30,200.00
Engineering and superintendence,	185,821.99	.....	185,821.99
Right of way,	18,000.22	\$194.25	18,194.47
Track and roadway construction,	888,895.17	8,778.58	887,173.70
Electric line construction,	157,424.75	309.70	157,734.45
Real estate used in operation of road,	952.00	.....	952.00
Buildings and fixtures used in operation of road,	39,259.96	814.82	40,074.78
Power plant equipment,	57,888.54	690.80	58,029.34
Shop tools and machinery,	1,970.92	76.44	2,047.36
Cars,	78,835.21	6,638.38	85,463.54
Electric equipment of cars,	50,472.31	40.44	50,512.75
Interest and discount,	*727,850.62	.....	727,850.68
Miscellaneous,	11,801.48	.....	11,801.48
Total construction and equipment,	\$1,687,828.12	\$12,538.81	\$1,700,361.48
Cost of construction and equipment per mile of road owned exclusive of sid- ings and turnouts, . . . . .	.....	.....	\$65,172.91

*\$329,265.74 of this item is included in construction account.

Construction and Equipment, Leased Lines.

None.

Income Account for Year ending June 30, 1905.

Gross earnings from operation,	\$84,307.09	
Operating expenses,	69,931.82	
Net earnings from operation,		\$14,375.27
Miscellaneous income: interest on deposits,		39.01
Gross income less operating expenses,		\$14,414.28
Deductions from income:		
Taxes: On earnings,	\$1,273.65	
Interest. On funded debt,	\$30,000.00	
On floating debt,	533.61	30,533.61
Deficit for year,		\$17,392.98
Surplus at beginning of year,	\$76,983.82	
Debits,		76,983.82
Surplus at close of year,		\$59,590.84

Gross Earnings from Operation.

Car earnings:

Passengers,	\$62,330.72
Chartered cars,	512.76
Freight and express,	18,887.19

Gross Earnings. — Continued.

Mail,	1,024.32	
Mileage,	1,185.46	
		\$83,940.45
Miscellaneous earnings:		
Advertising,		366.64
Total,		\$84,307.09

Operating Expenses.**MAINTENANCE.**

Way and structures:		
Maintenance of track and roadway,	\$5,002.71	
Maintenance of electric line,	1,135.70	
Maintenance of buildings and fixtures,	303.53	
Total,		\$6,441.94
Equipment:		
Maintenance of steam plant,	\$233.22	
Maintenance of electric plant,	1,992.01	
Maintenance of cars,	4,684.48	
Maintenance of electric equipment of cars,	3,909.99	
Total,		10,819.70

TRANSPORTATION.

Operation of power plant:		
Power plant wages,	\$4,563.54	
Fuel for power,	14,163.92	
Lubricants and waste for power plant,	612.40	
Miscellaneous supplies and expenses of power plant,	169.30	
Hired power,	395.36	
Total,		\$19,904.52
Operation of cars:		
Superintendence of transportation,	\$1,537.87	
Wages of conductors,	8,405.00	
Wages of motormen,	8,412.49	
Wages of miscellaneous car service employees,	1,446.30	
Wages of car house employees,	1,001.32	
Car service supplies,	703.25	
Miscellaneous car service expenses,	1,167.03	
Removal of snow and ice,	281.80	
Total,		22,954.56
General:		
Salaries of general officers,	\$3,900.00	
Salaries of clerks,	626.00	
Printing and stationery,	53.23	

Miscellaneous office expenses,	1,839.03	
Miscellaneous general expenses,	346.18	
Damages,	914.00	
Legal expense in connection with damages,	65.55	
Insurance,	2,067.11	
Total,		9,811.10
Grand Total,		\$69,931.82

Detailed Statement of Rentals of Leased Lines.

No leased lines.

Comparative General Balance Sheet.

Item, June 30, 1904.	Total, June 30, 1904.	Assets.	Item, June 30, 1905.	Total, June 30, 1905.	Increase, year ending June 30, 1905.	Decrease, year ending June 30, 1905.
.....	\$1,687,822.12	Construction and equip- ment,	.....	\$1,700,261.48	\$12,588.81	.....
.....	522.90	Other permanent invest- ments as follows:	.....	553.40	30.50	.....
.....		Furniture and fixtures,	.....			.....
.....		Current assets as follows:	.....			.....
\$919.87	.....	Cash,	\$2,322.94	.....		
322.61	.....	Accounts receivable,	1,016.87	.....		
2,244.54	.....	Material and supplies,	2,247.22	.....		
657.54	.....	Prepaid accounts,	625.30	.....		
22,650.00	.....	Treasury stock,	22,650.00	.....		
.....	34,504.56		.....	36,001.64	1,497.08	.....
.....	\$1,722,850.58	Total,	.....	\$1,726,916.47	\$14,065.89	.....

Item, June 30, 1904.	Total, June 30, 1904.	Liabilities.	Item, June 30, 1905.	Total, June 30, 1905.	Increase, year ending June 30, 1905.	Decrease, year ending June 30, 1905.
	\$1,000,000.00	Capital stock, common,				
	600,000.00	Funded debt, per Sched- ule F,		\$1,000,000.00		
		Current liabilities as fol- lows:		600,000.00		
	31,300.00	Loans and notes pay- able,		70,300.00	\$39,000.00	
	9,566.76	Accounts payable,		2,025.63		\$7,541.13
		Accrued liabilities as fol- lows:				
	5,000.00	Interest on funded debt accrued and not yet due,		5,000.00		
	76,383.82	Surplus,		59,190.84		17,392.98
	\$1,722,850.58	Total,		\$1,736,916.47	\$39,000.09	\$24,934.11

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	463,512
Freight, mail, and express car mileage,	98,736
Total car mileage,	562,249
Passenger car hours,	Not known.
Freight, mail, and express car hours,	"
Fare passengers carried,	1,264,743
Transfer passengers carried (including passes),	18,303
Total passengers carried,	1,283,046
Average fare, revenue passengers,	.0492
Average fare, all passengers (including transfer passengers),	.0485
Care earnings per car mile,	.1492
Miscellaneous earnings per car mile,	.0007
Gross earnings per car mile,	.1499
Car earnings per car hour,	Not known.
Miscellaneous earnings per car hour,	"
Operating expenses per car mile,	.1243
Operating expenses and taxes per car mile,	.1266
Operating expenses per car hour,	Not known.
Operating expenses and taxes per car hour,	"
Operating expenses per cent. of gross earnings,	.8294
Operating expenses and taxes per cent. of gross earnings,	.8445
Average number of employees, not including officials, during year,	69
Aggregate amount of wages paid employees,	\$40,724.15
Amount of salaries paid officials,	3,900.00

CROSSINGS, ETC.

None.

Description of Road and Equipment.**TRACK.**

	Owued.	Operated under Trackage Rights.	Total Operated.
Length of road (first main track),	26.090	8.910	35.000
Length of sidings and turnouts,	1.625	.....	1.625
Total computed as single track,	27.715	8.910	36.625

RAILS.

Name of, "T"; weight per yard, 60 lbs.; steel (miles of), 27.715; total, 27.715.

GAUGE OF TRACK — 4 feet 8½ inches.

PAVING.

Tracks are on private rights of way, country roads, and village streets, not paved. Total miles, 27.715.

CARS, ETC.

	With Electric Equipment.	Without Electric Equipment.	Total Number.
Closed passenger cars equipped with full vestibule,	17	.....	17
Open passenger cars, . . . . .	.....	6	6
Total passenger cars,	17	6	23
Freight cars,	1	26	27
Express cars,	3	.....	3
Snow plows,	2	.....	2
Total,	23	32	55

EMPLOYEES.

	Average Num- ber of Hours on Duty per Day.	Wages per Day.
Conductors,	10	\$2.00
Motormen,	10	2.00
Watchmen,	10	1.75
Roadmen,	10	1.60
Linemen,	10	2.00
Engineers,	12	2.85
Firemen,	12	2.00
Electricians,	10	3.00
Machinists and mechanics,	10	2.75

Amount paid for injuries and damages caused by accidents:

Paid by the company,	\$914.00
Total,	\$914.00

Description of Accidents.

July 2, 1904. In the public highway, South Scituate, R. I., trailer car left track and struck trolley pole, damaging car and throwing Charles J. Lingren to the ground dislocating his shoulder.

July 14, 1904. Car struck cow on Hartford avenue, town of Johnston, R. I., and wheels passed over hind legs; the animal was killed.

December 13, 1904. Hartford avenue, town of Johnston, R. I., in rounding a curve car struck coal wagon on track, slightly damaging wagon and harness, and cut one horse.

June 28, 1905. Rockland, R. I., freight motor with two flat cars came around curve and struck team and wagon standing across the track loading merchandise, smashing up wagon and killing two horses.

Oath.

STATE OF RHODE ISLAND, }
COUNTY OF PROVIDENCE, } ss.

Personally appeared before me, D. F. Sherman, Vice-President, and Geo. W. Prentice, Treasurer, of the Providence & Danielson Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending June 30, A. D. 1905, according to the best of their knowledge and belief.

Signed,

D. F. SHERMAN,
Vice-President,

GEO. W. PRENTICE,
Treasurer.

Sworn and subscribed to before me, this 27th day of June, A. D. 1905.

FRANKLIN A. SMITH,
Notary Public.

SOUTH MANCHESTER LIGHT, POWER, AND TRAMWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1905.

Capital authorized by charter,	\$100,000.00
Capital stock outstanding,	10,000.00
Total stock, bonds, and floating debt,	10,000.00
* Capital stock issued per mile of road owned,	12,578.62
Cost of construction,	11,821.69
Total cost of construction and equipment,	11,821.69
* Cost of construction and equipment per mile of road owned,	14,870.06
Total length of main track owned,	.795

Description of Lines.

From	To	Length of road (first main track).	Total length of main track.	Total com- puted as single track.
South Manchester	Manchester Center,	.795	.795	.795

Corporate Name and Address of Company.

South Manchester Light, Power, and Tramway Company, South Man-
chester, Conn.

Officers of the Company.

Name.	Title.	Official Address.
FRANK CHENEY, JR.,	President,	South Manchester, Conn.
CHARLES S. CHENEY,	Secretary,	" " "
FRANK W. CHENEY,	Treasurer,	" " "

Directors of the Company.

Name.	Residence.
FRANK W. CHENEY,	South Manchester, Conn.
KNIGHT D. CHENEY,	" " "
HARRY G. CHENEY,	" " "
FRANK CHENEY, JR.,	" " "
RICHARD O. CHENEY,	" " "

* Mileage to be used in this computation should not include that of sidings and turnouts.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value per Share.	Total Par Value Issued and Outstanding.
Common, . . .	\$100,000.00	100	\$100	\$10,000.00

Total number of stockholders, 10.

Total number of stockholders in this state, 10.

Amount of stock held in this state, \$10,000.00.

Per mile of single track owned exclusive of sidings and turnouts, .795 miles.

Capital stock outstanding,	\$12,578.62
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Total,	\$12,578.62
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Construction and Equipment.

Account	Total Cost to June 30, 1904.	Total Cost to June 30, 1905.
Total,	\$11,821.69	\$11,821.69
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts,	.....	\$14,870.05

Income Account for Year ending June 30, 1905.

Rent of leased lines,	\$600.00	
Gross income less operating expenses, . .		\$600.00
Deductions from income:		
R. R. Com.,		1.00
Net income,		\$599.00
Surplus for year,		\$599.00
Surplus at beginning of year,		5,300.48
Surplus at close of year,		\$5,899.48

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.
\$11,821.69	Construction and equipment, .	\$11,821.69	.....
3,478.79	Current Assets, as follows:		
	Cash,	4,077.79	\$599.00
\$15,300.48	Total,	\$15,899.48	\$599.00

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.
\$10,000.00	Capital stock, common, . .	\$10,000.00	.....
5,800.48	Surplus,	5,899.48	\$599.00
\$15,800.48	Total,	\$15,899.48	\$599.00

Description of Road and Equipment.

TRACK.

	Owued.
Length of road (first main track),	.795
Total length of main track,	.795
Total computed as single track,	.795

RAILS.

Name of, "T"; weight per yard, 56 lbs.; steel (miles of), .795.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

Personally appeared before me, Frank Cheney, Jr., President, and F. W. Cheney, Treasurer, of the South Manchester Light, Power, and Tramway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending June 30, A. D. 1905, according to the best of their knowledge and belief.

Signed,

FRANK CHENEY, JR.,
President.

F. W. CHENEY,
Treasurer.

Sworn and subscribed to before me, this 12th day of September, A.D. 1905.

RICHARD O. CHENEY,
Notary Public.

STAMFORD STREET RAILROAD COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1905.

Capital authorized by charter,	\$200,000.00
Capital stock outstanding,	92,240.00
Bonds outstanding,	75,000.00
Floating indebtedness,	283,641.03
Total stock, bonds, and floating debt,	450,881.03
* Capital stock issued per mile of road owned,	5,016.04
* Bonds issued per mile of road owned,	4,078.52
Total cost of construction and equipment,	473,731.91
* Cost of construction and equipment per mile of road owned,	25,761.70
Gross earnings from operation,	107,097.13
Operating expenses,	75,341.63
Net earnings,	31,755.50
Gross earnings from all sources,	31,755.50
Per cent. of operating expenses to gross earnings,	70.34
* Gross earnings per mile operated,	5,823.97
* Operating expenses per mile operated,	4,097.10
* Net earnings per mile operated,	1,726.87
Gross earnings per mile run,	.1934
Operating expenses per mile run,	.1360
Net earnings per mile run,	.0574
Gross earnings per car hour,	1.48
Operating expenses per car hour,	1.04
Net earnings per car hour,	.44
Taxes paid State,	3,297.36
Interest paid,	17,130.28
Total length of main track owned,	18.389
Total length of main track operated,	18.389
Total car mileage,	553,735
Total car hours,	71,904
Fare passengers carried,	2,496,042
Fare passengers per mile run (passenger),	4.507
Fare passengers per car hour (passenger),	34.71
Fare passengers per mile of main track operated,	135.735
Number of employees,	44
Accidents: Killed,	1
Injured,	7

* Mileage to be used in this computation should not include that of sidings and turnouts.

Description of Lines.

From—	To—	Length of road (first main track).	Total length of main tracks.	Length of sidings and turnouts.	Total com- puted as single track.
Railroad Station	Woodside Street,	2.33	2.33	.10	2.43
Central Square	Darien Lane,	8 13	8.13	.....	8.13
Myrtle Ave. Cor.	Shippan Point,	2.79	2.79	.10	2.89
Shippan Avenue	Cove Hill,	1.40	1.40	.....	1.40
Elm Street	Glenbrook,	2.00	2.00	.....	2.00
Atlantic St. Bridge	South End,	.84	.84	.....	.84
Railroad Station	Sound Beach,	2.587	2.587	.038	2.625
Central Square	Greenwich Line,	1.532	1.532	.096	1.628
Schlocher Ave., Glenbrook,	Springdale,	1.780	1.780	.056	1.836
Total, . . .		18.389	18.389	.390	18.779

Corporate Name and Address of Company.

Stamford Street Railroad Company, New Haven, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Stamford Horse Railroad Company. Organized August 9, 1886. Reorganized as Stamford Street Railroad Company, July 31, 1889.

Officers of the Company.

Name.	Title.	Official Address.
H. M. KOCHERSPERGER,	President,	New Haven, Conn.
W. W. GILLESPIE,	Vice-President,	Stamford, "
J. G. PARKER,	Secretary,	New Haven, "
A. S. MAY,	Treasurer,	" "
C. L. CAMPBELL,	Auditor,	Hartford, "
G. W. PIERCE,	General Manager,	Stamford, "

Directors of the Company.

Name.	Residence.
H. M. KOCHERSPERGER,	New Haven, Conn.
GEO. J. BRUSH,	" "
SAMUEL FESSENDEN,	Stamford, "
J. B. CURTIS,	" "
R. A. FOSDICK,	" "
CALVERT TOWNLEY,	New Haven, "
W. W. GILLESPIE,	Stamford, "

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, second Saturday in October.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value per Share.	Total Par Value Issued and Outstanding.
Preferred,	\$100,000.00	902	50	\$45,100.00
Common,	100,000.00	942 $\frac{1}{2}$	50	47,140.00
Total,	\$200,000.00	1844 $\frac{1}{2}$	50	\$92,240.00

Total number of stockholders, 9.

Total number of stockholders in this state, 8.

Amount of stock held in this state, \$90,670.00.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
1st Mortgage Bds.,	Aug. 1, 1889	20	Aug. 1, 1909	\$75,000.00	\$75,000.00

INTEREST.

Rate.	When Payable.	Accrued during Year.
5 per cent.	February and August.	\$3,750.00

Per mile of single track owned exclusive of sidings and turnouts, 18.389 miles.

Capital stock outstanding, \$5,016.04

Funded debt outstanding, 4,078.52

Total, \$9,094.56

Construction and Equipment.

Account.	Total Cost to June 30, 1904.	Additions during Year.	Total Cost to June 30, 1905.
Organization,	\$1,271.45	\$11.00	\$1,282.45
Engineering and superintendence,	1,088.23	685.90	1,774.13
Track and roadway construction,	181,825.07	8,225.65	185,050.72
Electric line construction,	19,703.55	141.72	19,845.27
Buildings and fixtures used in operation of road,	439.43	925.58	1,365.01
Power plant equipment,	28.00	.....	28.00
Shop tools and machinery, . . . . .	.....	47.19	47.19
Cars,	36,847.15	2,127.25	38,474.40
Electric equipment of cars,	24,282.90	202.10	24,485.00
Miscellaneous equipment,	1,239.37	.....	1,239.37
Construction and equipment to October 1, 1895,	200,140.37	.....	200,140.37
Total,	\$466,365.52	\$7,866.39	\$478,731.91
Cost of construction and equip- ment per mile of road owned ex- clusive of sidings and turnouts, . . . . .	.....	.....	25,761.70

Income Account for Year ending June 30, 1905.

Gross earnings from operation,	\$107,097.13	
Operating expenses,	75,341.63	
Net earnings from operation,		\$31,755.50
Gross income less operating expenses,		\$31,755.50
Deductions from income:		
Taxes: Miscellaneous,	\$3,297.36	
Interest: On funded debt,	\$3,750.00	
On floating debt,	13,380.28	17,130.28
		20,427.64
Net income,		\$11,327.86
Surplus for year,		\$11,327.86
Surplus at beginning of year,	\$26,113.44	
Debits,	100.46	26,012.98
Surplus at close of year,		\$37,340.84

Gross Earnings from Operation.**Car earnings:**

Passengers,	\$104,712.50
Chartered cars,	371.00

\$105,083.50**Miscellaneous earnings:**

Advertising,	\$367.50
Sale of power,	1,646.13

2,013.63

Total,	\$107,097.13
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Operating Expenses.**MAINTENANCE.****Way and structures:**

Maintenance of track and roadway,	\$1,225.32
Maintenance of electric line,	1,619.06
Maintenance of buildings and fixtures,	6.54

Total,	\$2,850.92
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Equipment:

Maintenance of cars,	\$4,498.27
Maintenance of electric equipment of cars,	2,780.42
Maintenance of miscellaneous equipment,	52.82
Miscellaneous shop expenses,	220.95

Total,	7,552.46
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TRANSPORTATION.**Operation of power plant:**

Hired power,	\$15,846.20
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Total,	15,846.20
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Operation of cars:

Superintendence of transportation,	\$2,354.50
Wages of conductors,	13,152.12
Wages of motormen,	13,231.53
Wages of miscellaneous car service employees,	114.08
Wages of car house employees,	2,024.61
Car service supplies,	436.60
Miscellaneous car service expenses,	597.86
Cleaning and sanding track,	984.99
Removal of snow and ice,	853.20

Total,	33,749.49
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General:

Salaries of general officers,	\$2,066.63
Salaries of clerks,	999.72
Printing and stationery,	87.48
Miscellaneous office expenses,	62.26
Stores expenses,	38.44
Stable expenses,	421.65

Advertising and attractions,	207.75
Miscellaneous general expenses,	243.78
Damages,	3,643.45
Legal expenses in connection with damages,	5,390.44
Rent of land and buildings,	1,285.00
Insurance,	895.96

Total,	15,342.56
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Grand Total,	\$75,341.63
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Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$466,365.52	Construction and equip- ment,	\$478,781.91	\$7,366.39	.....
7,040.58	Current assets as follows:			
4,435.98	Cash,	22,467.71	15,427.18	.....
1,098.47	Accounts receivable,	9,272.90	4,886.97	.....
1,190.80	Material and supplies,	1,211.86	117.89	.....
2.50	Prepaid accounts,	1,902.45	712.15	.....
	Suspense account, . . . . .	.....		\$2.50
\$490,128.25	Total,	\$508,586.83	\$28,458.08	\$2.50

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$45,100.00	Capital stock, preferred,	\$45,100.00	.....	.....
47,140.00	Capital stock, common,	47,140.00	.....	.....
75,000.00	Funded debt,	75,000.00	.....	.....
188,016.78	Current liabilities as follows:			
6,265.47	Loans and notes payable,	283,641.08	\$95,624.25	.....
35,595.00	Accounts payable,	6,265.41	.....	\$0.06
55,385.06	Matured interest on fund- ed debt unpaid,	1,900.00	.....	83,695.00
	Miscellaneous matured in- terest, unpaid, . . . . .	.....	.....	55,385.06
1,562.50	Accrued liabilities as fol- lows:			
	Interest on funded debt ac- rued and not yet due,	1,562.50	.....	.....
	Miscellaneous interest ac- rued and not yet due,	10,686.55	10,686.55	.....
26,113.44	Surplus,	87,840.84	11,227.40	.....
\$490,128.25	Total,	\$508,586.83	\$28,458.08	.....

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	553,735
Total car mileage,	553,735
Passenger car hours,	71,904
Total car hours,	71,904
Fare passengers carried,	2,496,042
Transfer passengers carried,	528,425
Total passengers carried,	3,024,467
Average fare, revenue passengers,	.0419
Average fare, all passengers (including transfer passengers),	.0346
Car earnings per car mile,	.18977
Miscellaneous earnings per car mile,	.00363
Gross earnings per car mile,	.19340
Car earnings per car hour,	1.46
Miscellaneous earnings per car hour,	.02
Gross earnings per car hour,	1.48
Operating expenses per car mile,	.1360
Operating expenses and taxes per car mile,	.1420
Operating expenses per car hour,	1.04
Operating expenses and taxes per car hour,	1.10
Operating expenses per cent. of gross earnings,	70.34
Operating expenses and taxes per cent. of gross earnings,	73.42
Average number of employees, not including officials, during year,	44
Aggregate amount of wages paid employees,	\$40,358.85
Amount of salaries paid officials as enumerated on page 473,	2,066.63

CROSSINGS, ETC.

Steam railroad crossings over grade, 3

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold:

No form of reduced tickets sold.

Description of Road and Equipment.

TRACK.

	Owued.	Total Operated.
Length of road (first main track),	18.889	18.889
Total length of main track,	18.889	18.889
Length of sidings and turnouts,	.890	.890
Total computed as single track,	18.779	18.779

RAILS.

Name of, "T"; weight per yard, 60, 70, and 80 lbs; steel (miles of), 18.779; total, 18.779.

GUAGE OF TRACK—4 feet 8½ inches.

PAVING.

	Miles.
Brick,	2.055
Belgium block,	3.076
Macadam,	2.221
Total miles,	7.352

CARS, ETC.

	With Electric Equipment.	Without Electric Equipment.	Total Operated.
Closed passenger cars, equipped with half vestibule,	11	4	15
Open passenger cars,	18	..	18
Total passenger cars,	29	4	33

EMPLOYEES.

	Average Number of Hours on Duty per Day.	Wages. per Day.
Conductors,	11	\$2.00
Motormen,	11	2.00
Starters,	11	2.20
Watchmen,	12	1.90
Roadmen,	10	1.60
Linemen,	10	2.40

List of All Accidents During Year ended June 30, 1905.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	..	1	..	3	..	4
Employees,	..	..	..	..	..	..
Other persons,	..	..	1	3	1	3
Total,	..	1	1	6	1	7

Amount paid for injuries and damages caused by accidents:

Paid by the company,	\$3,643.45
Total,	\$3,643.45

Description of Accidents.

June 28, 1904. Antonio Carbo drove across track in front of car at corner of West avenue and Post road; wagon overturned, killed horse, Carbo fatally injured, died July 31, 1904.

July 27, 1904. Mary Lockwood, four years old, ran in front of car on Walnut street; knocked down and one leg fractured.

July 31, 1904. Carriage containing Mr. and Mrs. Marri was driven in front of car on Elm street, wagon overturned; Mrs. Marri somewhat injured.

August 15, 1904. Cars collided at Lock Shop on Pacific street; Mrs. Anna Shipman was thrown down and slightly injured.

September 29, 1904. Fletcher Williams drove team rapidly out of driveway on Glenbrook avenue, in front of car; both horses killed.

October 21, 1904. Car got beyond control of motorman on east side of Noroton Hill. Mrs. Jessie Smith, Miss Brewer, and Mrs. Thos. Reilly jumped from car and were slightly injured.

January 30, 1905. Louis Kletenow drove milk wagon in front of car; hand cut by contact with broken glass in window of milk wagon.

Oath.

COUNTY OF NEW HAVEN, }
STATE OF CONNECTICUT, } ss.

Personally appeared before me, H. M. Kochersperger, President, and A. S. May, Treasurer, of the Stamford Street Railroad Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending June 30, A. D. 1905, according to the best of their knowledge and belief.

Signed,

H. M. KOCHERSPERGER,

President.

A. S. MAY,

Treasurer.

Sworn and subscribed to before me, this 6th day of October, A. D. 1905.

ARTHUR W. BOWMAN,

Notary Public.

SUFFIELD STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1905.

Capital authorized by charter,	\$300,000.00
Capital stock outstanding,	50,000.00
Floating indebtedness,	18,000.00
Total stock, bonds, and floating debt,	68,000.00
* Capital stock issued per mile of road owned,	10,624.73
Cost of construction,	63,603.50
Cost of equipment,	4,472.15
Total cost of construction and equipment,	68,075.65
* Cost of construction and equipment per mile of road owned,	14,465.71
Gross earnings from operation,	19,051.69
Operating expenses,	13,411.19
Net earnings,	5,640.50
Gross income from all sources,	5,640.50
Per cent. of operating expenses to gross earnings,	70.39
* Gross earnings per mile operated,	4,048.38
* Operating expenses per mile operated,	2,849.80
* Net earnings per mile operated,	1,198.57
Gross earnings per mile run,	.1565
Operating expenses per mile run,	.1102
Net earnings per mile run,	.0463
Gross earnings per car hour,	2.07
Operating expenses per car hour,	1.46
Net earnings per car hour,	.61
Taxes paid State,	621.87
Interest paid,	900.00
Dividend paid,	2,000.00
Total length of main track owned,	4.706
Total length of main track operated,	4.706
Total car mileage,	121,670
Total car hours,	9,172
Fare passengers carried,	355,912
Fare passengers per mile run (passenger),	2.92
Fare passengers per car hour (passenger),	38.40
* Fare passengers per mile of main track operated,	75,629

* Mileage to be used in this computation should not include that of sidings and turnouts.

Description of Lines.

From—	To—	Length of road (first main track).	Length of sidings and turnouts.	Total computed as single track.
Mass. State Line	Suffield Center,	4.706	.208	4.914

Corporate Name and Address of Company.

Suffield Street Railway Company, New Haven.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized July 13, 1901, under the laws of Connecticut.

Officers of the Company.

Name.	Title.	Official Address.
C. S. MELLEN,	President,	New Haven, Conn.
CALVERT TOWNLEY,	Asst. to the President,	" "
J. G. PARKER,	Secretary,	" "
A. S. MAY,	Treasurer,	" "
C. L. CAMPBELL,	Auditor,	Hartford, "
E. S. GOLDTHWAITE,	Superintendent,	Suffield, "

Directors of the Company.

Name.	Residence.
C. S. MELLEN,	New Haven, Conn.
GEORGE J. BRUSH,	" "
WILLIAM SKINNER,	Holyoke, Mass.
JAMES S. HEMINGWAY,	New Haven, Conn.
D. NEWTON BARNEY,	Farmington, "
CHAS. F. BROOKER,	Ansonia, "
EDWIN MILNER,	Moosup, "
A. D. OSBORNE,	New Haven, "
F. W. CHENEY,	South Manchester, Conn.

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, second Wednesday in July.

Capital Stock.

Description.	Total Par Value Authorized	Number of Shares Outstanding.	Par Value per Share.	Total Par Value Issued and Outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common, . . .	\$300,000.00	500	\$100.00	\$50,000.00	4%	\$2,000.00

Total number of stockholders, 10.

Total number of stockholders in this state, 9.

Amount of stock held in this state, \$49,900.

Per mile of single track owned exclusive of sidings and turnouts, 4.706 miles.

Capital stock outstanding, \$10,624.73

Total, \$10,624.73

Construction and Equipment.

Description.	Total cost to June 30, 1904.	Additions during year.	Deductions during year.	Total cost to June 30, 1905
Track and roadway construction, .	\$57,082.55	.....	.....	\$57,082.55
Electric line construction, . . .	6,019.68	\$501.82	.....	6,520.95
Power plant equipment, . . .	4,472.15	.....	.....	4,472.15
Cars,	6,000.00	.....	\$6,000.00	.....
Total construction and equipm't,	\$78,574.38	\$501.82	\$6,000.00	\$88,075.65
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, . . .	.....	.....	.....	\$14,465.71

Income Account for Year ending June 30, 1905.

Gross earnings from operation,	\$19,051.69	
Operating expenses,	13,411.19	
Net earnings from operation,		\$5,640.50
Gross income less operating expenses, . . .		\$5,640.50
Deductions from income:		
Taxes: Miscellaneous,	\$621.87	
Interest: On floating debt,	\$900.00	
		\$1,521.87
Net income,		\$4,118.63
Dividends, 4% on \$50,000.00 common stock, .		\$2,000.00
Surplus for year,		\$2,118.63
Surplus at beginning of year,		142.54
Surplus at close of year,		\$2,261.17

Gross Earnings from Operation.

Car earnings:		
Passengers,	\$17,795.60	
Mail,	200.00	
		\$17,995.60
Miscellaneous earnings:		
Sale of power,	\$1,056.09	
Total,		19,051.69

Operating Expenses.

MAINTENANCE.

Way and structures:		
Maintenance of track and roadway, . . .	\$340.50	
Maintenance of electric line,	171.58	
Total,		\$512.08
Equipment:		
Maintenance of cars,	\$86.92	
Total,		86.92

TRANSPORTATION.

Operation of power plant:

Hired power,	\$6,391.65
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Total,	6,391.65
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Operation of cars:

Superintendence of transportation,	\$999.96
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Wages of conductors,	2,156.38
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Wages of motormen,	2,156.39
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Removal of snow and ice,	521.91
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Total,	5,834.64
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General:

Salaries of general officers,	\$140.00
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Miscellaneous office expenses,	36.22
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Miscellaneous general expenses,	153.30
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Miscellaneous legal expenses,	89.20
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Insurance,	167.18
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Total,	585.90
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Grand Total,	\$13,411.19
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Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, year ending June 30, 1905.	Decrease, year ending June 30, 1905.
\$73,574.38	Construction and equip- ment,	\$68,075.65	.....	\$5,498.68
568.21	Current assets, as follows:			
.....	Cash,	2,843.82	\$2,275.11	.....
	Accounts receivable,	1,118.40	1,118.40	.....
\$74,142.54	Total,	\$72,032.37	\$3,888.51	\$5,498.68

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, year ending June 30, 1905.	Decrease, year ending June 30, 1905.
\$50,000.00	Capital stock, common,	\$50,000.00	.....	.....
	Current liabilities as fol- lows:			
24,000.00	Loans and notes payable,	18,000.00	.....	\$6,000.00
.....	Accounts payable,	1,771.20	\$1,771.20	.....
	Accrued liabilities as fol- lows:			
142.54	Surplus,	2,261.17	2,118.63	.....
\$74,142.54	Total,	\$72,032.37	\$3,889.83	\$6,000.00

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	121,670
Total car mileage,	121,070
Passenger car hours,	9,172
Total car hours,	9,172
Fare passengers carried,	355,912
Total passengers carried,	355,912
Average fare, revenue passengers,	.05
Average fare, all passengers (including transfer passengers),	.05
Car earnings per car mile,	.1479
Miscellaneous earnings per car mile,	.0086
Gross earnings per car mile,	.1565
Car earnings per car hour,	1.96
Miscellaneous earnings per car hour,	.11
Gross earnings per car mile,	2.07
Operating expenses per car mile,	.1102
Operating expenses and taxes per car mile,	.1153
Operating expenses per car hour,	1.46
Operating expenses and taxes per car hour,	1.53
Operating expenses per cent. of gross earnings,	70.39
Operating expenses and taxes per cent. of gross earnings,	73.65

CROSSINGS, ETC.

None.

State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold:

Pupils' tickets sold in books of forty for \$1.00.

Description of Road and Equipment.

TRACK.

	Owued.	Total Operated.
Length of road (first main track),	4.706	4.706
Length of sidings and turnouts,	.208	.208
Total computed as single track,	4.914	4.914

RAILS.

Name of, "T"; weight per yard, 66 lbs.; steel (miles of), 4.914; total, 4.914.

GAUGE OF TRACK — 4 feet 8½ inches.

PAVING.

	Miles.
Stone ballast,	4.914
Total miles,	4.914

CARS, ETC.

Equipment hired from Springfield Street Railway Company.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

Personally appeared before me, C. S. Mellen, President, and A. S. May, Treasurer, of the Suffield Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said company, for the financial year ending June 30, A. D. 1905, according to the best of their knowledge and belief.

Signed,

C. S. MELLEN,
President.

A. S. MAY,
Treasurer.

Sworn and subscribed to before me, this 6th day of October, A. D. 1905.

ARTHUR W. BOWMAN,
Notary Public.

TORRINGTON & WINCHESTER STREET RAIL- WAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1905.

Capital authorized by charter,	\$1,000,000.00
Capital stock outstanding,	270,000.00
Bonds outstanding,	150,000.00
Total stock, bonds, and floating debt,	420,000.00
* Capital stock issued per mile of road owned,	21,753.14
* Bonds issued per mile of road owned,	12,085.07
Cost of construction,	337,291.34
Cost of equipment,	96,551.63
Total cost of construction and equipment,	433,842.97
* Cost of construction and equipment per mile of road owned,	34,953.51
Gross earnings from operation,	49,605.84
Operating expenses,	29,958.42
Net earnings,	19,647.42
Income from other sources,	644.99
Gross income from all sources,	20,292.41
Per cent. of operating expenses to gross earnings,	60
* Gross earnings per mile operated,	3,996.60
* Operating expenses per mile operated,	2,413.66
* Net earnings per mile operated,	1,582.94
Gross earnings per mile run,	.2117
Operating expenses per mile run,	.1279
Net earnings per mile run,	.0838
Gross earnings per car hour,	2.261
Operating expenses per car hour,	1.365
Net earnings per car hour,	89.6
Taxes paid State,	2,229.00
Interest paid,	7,700.00
Dividend paid,	9,500.00
Total length of main track owned,	12.412
Total length of main track operated,	12.412
Total car mileage,	234,230
Total car hours,	21,936
Fare passengers carried,	1,011,215
Fare passengers per mile run (passenger),	4.31
Fare passengers per car hour (passenger),	46.09
* Fare passengers per mile of main track operated,	81,470
Number of employees,	28
Accidents: Killed,	None
Injured,	None

* Mileage to be used in this computation should not include that of sidings and turnouts.

Description of Lines.

	Length of road (first main track).	Length of sidings and turnouts.	Total computed as single track.
Gulf Stream in the Town of Torrington to Division Street with its intersection with Main Street in the Borough of Winsted, . .	11.271	.246	11.517
Commencing at a point 3.817 miles southerly from its Winsted terminus and extending to Highland Lake in the Town of Winchester,	1.141	....	1.141
Total,	12.412	.246	12.658

Corporate Name and Address of Company.

The Torrington & Winchester Street Railway Company.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized March 3, 1897, Special Act, State of Connecticut, Approved March 1, 1897.

Officers of the Company.

Name.	Title.	Official Residence.
JAMES ALLDIS,	President,	Torrington, Conn.
GEORGE B. ALVORD,	Vice-President,	" "
SAMUEL A. HERMAN,	Secretary and Treasurer,	Winsted, "
CHARLES ALLDIS,	General Manager,	Torrington, "
SAMUEL A. HERMAN,	General Counsel,	Winsted, "
CHARLES ALLDIS,	Superintendent,	Torrington, "

Directors of the Company.

Name.	Residence.
JAMES ALLDIS,	Torrington, Conn.
GEORGE B. ALVORD,	" "
JAMES A. DOUGHTY,	" "
EDWARD H. HOTCHKISS,	" "
JOHN F. ALVORD,	" "
HENRY GAY,	Winsted, "
SAMUEL A. HERMAN,	" "

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, fourth Monday in July.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value per Share.	Total Par Value Issued and Outstanding.
Preferred, . . .	\$70,000.00	700	\$100.00	\$70,000.00
Common, . . .	930,000.00	2,000	100.00	200,000.00
Total, . . .	\$1,000,000.00	2,700	.....	\$270,000.00

Total number of stockholders, 27.

Total number of stockholders in this state, 26.

Amount of stock held in this state, \$266,700.00.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
First Mtg. Bds.,	Dec. 1, 1897	20	Dec. 1, 1917	\$150,000.00	\$150,000.00

INTEREST.

Rate.	When Payable.	Accrued during Year.
5 per cent.	June 1st and December 1st.	\$7,500.00

Per mile of single track owned exclusive of sidings and turnouts, 12.412 miles.

Capital stock outstanding,	\$21,753.14
Funded debt outstanding,	12,085.07
Total,	\$33,838.21

Construction and Equipment.

Account.	Total Cost to June 30, 1904.	Additions during Year.	Deductions during Year.	Total Cost to June 30, 1905.
Organization,				
Engineer'g and superintend'ce, }	\$6,898.51	\$67.72	.....	\$6,966.23
Right of way, }				
Track and roadway construction, .	256,800.77	1,225.11	.....	258,025.88
Electric line construction, .	38,085.69	95.33	\$118.65	38,062.37
Buildings and fixtures used in operation of road,	17,073.48	.....	.....	17,073.48
Investment real estate, park property,	16,931.12	232.26	.....	17,163.38
Power plant equipment, }	50,440.08	.....	.....	50,440.08
Shop tools and machinery, }				
Cars,	16,442.14	.....	.....	16,442.14
Electric equipment of cars,	19,686.71	19.63	.....	19,706.34
Miscellaneous equipment,	9,970.07	.....	7.00	9,963.07
Total,	\$432,328.57	\$1,640.05	\$125.65	\$433,842.97
Cost of construction and equip- ment per mile of road owned exclusive of sidings and turn- outs, . . . . .	.....	.....	.....	\$34,953.51

Income Account for Year ending June 30, 1905.

Gross earnings from operation,	\$49,605.84	
Operating expenses,	29,958.42	
Net earnings from operation,		\$19,647.42
Miscellaneous income; Interest on bills received,	600.00	
Other miscellaneous income,	44.99	644.99
Gross income less operating expenses,		\$20,292.41
Deductions from income:		
Taxes: On capital stock,	\$2,229.00	
Interest: On funded debt,	7,500.00	\$9,729.00
Net income,		\$10,563.41
Dividends, 5% on \$70,000.00 preferred stock,	\$3,500.00	
Dividends, 3% on \$200,000.00 common stock,	6,000.00	9,500.00
Surplus for year,		\$1,063.41
Surplus at beginning of year,		38,155.32
Surplus at close of year,		\$39,218.73

Gross Earnings from Operation.

Car earnings:	
Passengers,	\$49,605.84

Operating Expenses.**MAINTENANCE.****Way and structures:**

Maintenance of track and roadway, . . .	\$3,893.90
Maintenance of electric line, . . .	134.77
Maintenance of buildings and fixtures, . . .	158.08

Total,	\$4,186.75
------------------	------------

Equipment:

Maintenance of steam plant, . . .	\$196.26
Maintenance of electric plant, . . .	175.19
Maintenance of cars, . . .	871.43
Maintenance of electric equipment of cars, . . .	277.65
Maintenance of miscellaneous equipment, . . .	34.58
Miscellaneous shop expenses, . . .	39.50

Total,	1,594.61
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TRANSPORTATION.**Operation of power plant:**

Power plant wages,	\$1,951.42
Fuel for power,	4,949.76
Lubricants and waste for power plant, . . .	294.58
Miscellaneous supplies and expenses of power plant,	39.42

Total,	7,235.18
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Operation of cars:

Wages of conductors,	\$4,374.06
Wages of motormen,	4,375.68
Wages of miscellaneous car service employees, . . .	.61
Wages of car house employees,	1,881.74
Car service supplies,	39.02
Miscellaneous car service expenses,	92.33
Removal of snow and ice,	475.34

Total,	11,238.78
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General:

Salaries of general officers,	\$2,250.00
Salaries of clerks,	375.61
Printing and stationery,	85.85
Miscellaneous office expenses,	50.67
Advertising and attractions,	2,159.11
Miscellaneous general expenses,	118.29
Damages,	10.50
Miscellaneous legal expenses,	24.00
Insurance,	629.07

Total,	5,703.10
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Grand Total,	\$29,958.42
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Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$432,328.57	Construction and equip- ment,	\$438,842.97	\$1,514.40	.....
	Current Assets as follows:			
6,572.41	Cash,	5,577.13	.....	\$995.28
4,440.88	Bills receivable,	4,481.82	41.44	.....
2,726.86	Material and supplies,	3,121.53	394.67	.....
12,000.00	Notes received,	12,000.00	.....	.....
250.00	Interest on notes received,	250.00	.....	.....
582.35	Prepaid insurance,	573.78	41.43	.....
\$458,850.57	Total,	\$459,847.23	\$1,991.94	\$995.28

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$70,000.00	Capital stock, preferred,	\$70,000.00	.....	.....
200,000.00	Capital stock, common,	200,000.00	.....	.....
150,000.00	Funded debt,	150,000.00	.....	.....
	Current Liabilities as follows:			
70.25	Accounts payable,	8.50	.....	\$66.75
	Accrued Liabilities as fol- lows:			
625.00	Interest on funded debt accrued and not yet due,	625.00	.....	.....
38,155.32	Surplus (p. 490),	38,218.73	.....	.....
\$458,850.57	Total,	\$459,847.23	.....	\$66.75

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	234,230
Passenger car hours,	21,936
Fare passengers carried,	1,011,215
Average fare, revenue passengers,	.049
Car earnings per car mile,	.2117
Car earnings per car hour,	2.261
Operating expenses per car mile,	.1279
Operating expenses and taxes per car mile,	.1374
Operating expenses per car hour,	1.365
Operating expenses and taxes per car hour,	1.467
Operating expenses per cent. of gross earnings,	.6039
Operating expenses and taxes per cent. of gross earnings,	.6483

Average number of employees, not including officials, during year,	28
Aggregate amount of wages paid employees,	\$12,959.12
Amount of salaries paid officials as enumerated on page 488, . .	2,250.00

CROSSINGS, ETC.

Steam railroad crossings under grade,	2
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State whether or not commutation or other form of tickets are sold at reduced rates, describing form, and state at what rates sold;

A book containing ticket and 74 coupons, each good for one fare, is sold for \$3.00. The ticket is numbered, and the coupons bear the same number, and are also consecutively numbered. The coupons are not good if detached from the book.

Description of Road and Equipment.

TRACK.

	Owned.
Length of road (first main track),	12.412
Total length of main track,	12.412
Length of sidings and turnouts,	.246
Total computed as single track,	12.658

RAILS.

Name of.	Weight Per Yard.	Steel (miles of).	Total.
"T,"	56 lbs.	12.658	12.658

GAUGE OF TRACK — 4 feet $8\frac{1}{2}$ inches.

PAVING.

	Miles.
Macadam,	2.000
Total miles,	2.000

CARS, ETC.

	With Electric Equipment.	Without Electric Equipment.	Total Number.
Closed passenger cars equipped with full vestibule,	4	1	5
Open passenger cars,	9	..	9
Total passenger cars,	13	1	14
Freight cars,	..	8	8
Work cars,	1	..	1
Snow plows,	2	..	2
Total,	16	4	20

EMPLOYEES.

	Number.	Average Number of Hours on Duty per Day.	Wages per Day.
Conductors,	6	10	\$2.00
Motormen,	6	10	2.00
Watchmen,	1	12	2.00
Roadmen,	6	10	1.50
Engineers,	2	9	2.14
Firemen,	1	12	1.71
Electricians,	1	10	2.57
Machinists and mechanics,	1	10	1.75

Oath.

STATE OF CONNECTICUT, {
COUNTY OF LITCHFIELD, { ss.

Personally appeared before me, James Alldis, President, and Samuel A. Herman, Treasurer, of the Torrington and Winchester Street Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending June 30, A. D. 1905, according to the best of their knowledge and belief.

Signed,

JAMES ALLDIS,

President,

SAMUEL A. HERMAN,

Treasurer.

Sworn and subscribed to before me, this 21st day of August, A. D. 1905.

CHARLES ALLDIS,

Notary Public.

THE WEST SHORE RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1905.

Capital authorized by charter,	\$200,000.00
Capital stock outstanding,	80,000.00
Bonds outstanding,	30,000.00
Floating indebtedness,	107,056.57
Total stock, bonds, and floating debt,	217,056.57
* Capital stock issued per mile of road owned,	10,775.86
* Bonds issued per mile of road owned,	4,040.95
Cost of construction,	209,707.93
Cost of equipment,	8,091.47
Total cost of construction and equipment,	217,799.40
* Cost of construction and equipment per mile of road owned,	29,337.20
Interest paid,	1,500.00
Dividend paid,	4,000.00
Total length of main track owned,	7.424

* Mileage to be used in this computation should not include that of sidings and turnouts.

Description of Lines.

From	To	Length of road (first main track).	Length of sec- ond main track.	Total length of main tracks.	Length of sid- ings and turnouts.	Total computed as single track.
Savin Rock	Woodmont,	3.712	3.712	7.424	.048	7.472

Corporate Name and Address of Company.

West Shore Railway Company, New Haven, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Organized December 15, 1893. Charter amended May 29, 1901.

Road leased to Winchester Avenue Railroad Company on basis of payment of interest on bonds and 5 per cent. dividend on stock.

Operated by The Consolidated Railway Company.

Officers of the Company.

Name.	Title.	Official Address.
J. D. DEWELL,	President,	New Haven, Conn.
J. G. PARKER,	Secretary,	" "
A. S. MAY,	Treasurer,	" "

Directors of the Company.

Name.	Residence.
J. D. DEWELL,	New Haven, Conn.
JAMES S. HEMINGWAY,	" "
JOHN B. CARRINGTON,	" "

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, third Monday in October.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value per Share.	Total Par Value Issued and Outstanding.	DIVIDENDS DURING YEAR.	
					Rate.	Amount.
Common, .	\$200,000.00	8,200	25	\$80,000.00	5 per ct.	\$4,000.00

Total number of stockholders, 63.

Total number of stockholders in this state, 61.

Amount of stock held in this state, \$78,800.00.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
First Mortgage, .	July 1, 1894	20	July 1, 1914	\$30,000.00	\$30,000.00

INTEREST.

Rate.	When Payable.	Accrued during Year.
5 per cent.	January and July.	\$1,500.00

Per mile of single track owned exclusive of sidings and turnouts, 7.424 miles.

Capital stock outstanding, \$10,775.86

Funded debt outstanding, 4,040.95

Total, \$14,816.81

Construction and Equipment.

Account.	Total Cost to June 30, 1904.	Total Cost to June 30, 1905.
Engineering and superintendence, . . .	\$1,224.00	\$1,224.00
Right of way,	10,822.44	10,822.44
Track and roadway construction,	194,465.84	194,465.84
Electric line construction,	8,195.65	8,195.65
Cars,	8,091.47	8,091.47
Electric equipment of cars, }		
Total,	\$217,799.40	\$217,799.40
Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts,		\$29,837.20

Income Account for Year ending June 30, 1905.

Deductions from income:

Interest: On funded debt,	\$1,500.00	
Dividends, 5% on \$80,000.00 common stock,		\$4,000.00

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.
\$217,799.40	Construction and equipment,	\$217,799.40

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.
\$80,000.00	Capital stock, common,	\$80,000.00
30,000.00	Funded debt,	30,000.00
107,056.57	Current liabilities as follows:	
	Due lessee company for improvements and better-	
	ments,	107,056.57
742.88	Surplus,	742.88
\$217,799.40	Total,	\$217,799.40

Description of Road and Equipment.

TRACK.

	Owned.
Length of road (first main track),	3.712
Length of second main track,	3.712
Total length of main track,	7.424
Length of sidings and turnouts,	.048
Total computed as single track,	7.472

RAILS.

Name of, "T"; weight per yard, 60 lbs.; steel (mile of), 7.472

Oath.

COUNTY OF NEW HAVEN, }
STATE OF CONNECTICUT, } ss.

Personally appeared before me, James D. Dewell, President, and A. S. May, Treasurer, of the West Shore Railway Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending June 30, A. D. 1905, according to the best of their knowledge and belief.

Signed,

JAMES D. DEWELL,

President,

A. S. MAY,

Treasurer.

Sworn and subscribed to before me, this 7th day of October, A. D. 1905.

ARTHUR W. BOWMAN,

Notary Public.

WILLIMANTIC TRACTION COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1905.

Capital authorized by charter,	\$300,000.00
Capital stock outstanding,	200,000.00
Bonds outstanding,	240,000.00
Floating indebtedness,	40,000.00
Total stock, bonds, and floating debt,	480,000.00
* Capital stock issued per mile of road owned,	17,841.21
* Bonds issued per mile of road owned,	21,409.45
Total cost of construction and equipment,	480,000.00
* Cost of construction and equipment per mile of road owned,	42,818.91
Gross earnings from operation,	33,129.00
Operating expenses,	22,435.67
Net earnings,	10,693.33
Gross income from all sources,	10,693.33
Per cent. of operating expenses to gross earnings,	67.72
* Gross earnings per mile operated,	2,955.30
* Operating expenses per mile operated,	2,001.39
* Net earnings per mile operated,	953.91
Gross earnings per mile run,	.1710
Operating expenses per mile run,	.1158
Net earnings per mile run,	.552
Gross earnings per car hour,	1.788
Operating expenses per car hour,	1.210
Net earnings per car hour,	.578
Taxes paid State,	2,820.00
Interest paid,	12,015.00
Total length of main track owned,	11.210
Total length of main track operated,	11.210
Total car mileage,	193,702
Total car hours,	18,534
Fare passengers carried,	671,514
Fare passengers per mile run (passenger),	3.4667
* Fare passengers per mile of main track operated,	59,903
Number of employees,	18
Accidents: Killed,	1
Injured,	None

* Mileage to be used in this computation should not include that of sidings and turnouts.

Description of Lines.

From—	To—	Length of road (first main track).	Length of sidings and turnouts.	Total computed as single track.
Willimantic	Baltic,	10.181	.309	10.440
Main Street, Willimantic,	.....	1.079	.....	1.079
		11.210	.309	11.519

Corporate Name and Address of Company.

Willimantic Traction Company, Willimantic, Conn.

Historical Sketch of Organization, Construction, Leasing, and Consolidation of Lines now Operated.

Incorporated, Special Act of General Assembly, 1901. Organized July 1, 1901. Began construction July 11, 1902. Began operating August 16, 1903.

Officers of the Company.

Name.	Title.	Official Address.
WM. D. GRANT,	President,	Willimantic, Conn.
WALTER H. CLARK,	Vice-President,	Hartford, "
WM. A. ARNOLD,	Secretary,	Willimantic, Conn.
THOS. F. CAVANAUGH,	Treasurer,	Taunton, Mass.
MICHAEL A. CAVANAUGH,	General Manager,	Boston, "
WM. D. GRANT,	Superintendent,	Willimantic, Conn.

Directors of the Company.

Name.	Residence.
WM. D. GRANT,	Willimantic, Conn.
PETER H. CORR,	Taunton, Mass.
WALTER H. CLARK,	Hartford, Conn.
WM. A. ARNOLD,	Willimantic, Conn.
THOS. F. CAVANAUGH,	Taunton, Mass.

Capital Stock.

Description.	Total Par Value Authorized.	Number of Shares Outstanding.	Par Value per Share.	Total Par Value Issued and Outstanding.
Common,	\$300,000.00	2,000	100	\$300,000.00

Total number of stockholders, 16.

Total number of stockholders in this state, 3.

Amount of stock held in this state, \$2,600.00.

Funded Debt.

Description.	Date of Issue.	Term of Years.	Date of Maturity.	Amount Authorized.	Amount Outstanding.
Bonds,	Jan. 1, 1904	20	Jan. 1, 1924	\$350,000.00	\$240,000.00

INTEREST.

Rate.	When Payable.	Accrued during Year.
5 per cent.	January and July.	\$12,000.00

Per mile of single track owned exclusive of sidings and turnouts, 11.210 miles.

Capital stock outstanding, \$17,841.21

Funded debt outstanding, 21,409.45

Total, \$39,250.66

Construction and Equipment.

All by contract, costing \$480,000.00 in full, including everything.

Grand total construction and equipment, \$480,000.00.

Cost of construction and equipment per mile of road owned exclusive of sidings and turnouts, \$42,818.91.

Income Account for Year ending June 30, 1905.

Gross earnings from operation,	\$33,129.00	
Operating expenses,	22,435.67	
Net earnings from operation,		\$10,693.33
Gross income less operating expenses,		10,693.33
Deductions from income:		
Taxes: Miscellaneous,	\$2,820.00	
Interest: On funded debt,	\$12,015.00	
		14,835.00
Deficit for year,		\$4,141.67
Deficit at beginning of year,		188.42
Deficit at close of year,		<u>\$4,330.09</u>

Gross Earnings from Operation.**Car earnings:**

Passengers, \$32,937.35

Chartered cars, 68.90

\$33,006.25

Miscellaneous earnings:

Advertising,	\$75.00	
Rent of land and buildings,	47.75	122.75
Total,		<u>\$33,129.00</u>

Operating Expenses.**MAINTENANCE.****Way and structures:**

Maintenance of track and roadway,	\$380.55	
Maintenance of electric line,	55.33	
Total,		<u>\$435.88</u>

Equipment:

Maintenance of electric plant,	\$157.56	
Maintenance of cars,	293.47	
Maintenance of electric equipment of cars,	368.86	
Maintenance of miscellaneous equipment,	1,074.66	
Total,		<u>1,894.55</u>

TRANSPORTATION.**Operation of power plant:**

Power plant wages,	\$3,231.14	
Fuel for power,	4,552.29	
Lubricants and waste for power plant,	371.20	
Miscellaneous supplies and expenses of power plant,	146.16	
Total,		<u>8,300.79</u>

Operation of cars:

Wages of conductors,	\$3,281.87	
Wages of motormen,	3,977.89	
Wages of car house employees,	2,718.76	
Removal of snow and ice,	88.65	
Total,		<u>\$10,067.17</u>

General:

Salaries of clerks,	\$260.00	
Printing and stationery,	42.35	
Miscellaneous general expenses,	392.14	
Damages,	117.50	
Insurance,	925.29	
Total,		<u>1,737.28</u>
Grand Total,		<u>\$22,435.67</u>

Comparative General Balance Sheet.

Total, June 30, 1904.	Assets.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$480,000.00	Construction and equip- ment,	\$480,000.00		
	Current assets as follows:			
549.84	Cash,	1,592.67	\$1,043.83	
6,000.00	Bills receivable,			\$6,000.00
295.52	Prepaid accounts,			295.52
	Furniture in power house, Tools,	81.20 82.60	81.20 82.60	
	Account owed,	100.00	100.00	
188.42	Deficit,	5,226.81	5,038.39	
\$487,038.28	Total,	\$487,038.28	\$6,295.52	\$6,295.52

Total, June 30, 1904.	Liabilities.	Total, June 30, 1905.	Increase, Year ending June 30, 1905.	Decrease, Year ending June 30, 1905.
\$200,000.00	Capital stock, common, . .	\$200,000.00		
240,000.00	Funded debt,	240,000.00		
	Current liabilities as fol- lows:			
40,000.00	Loans and notes payable, Accrued liabilities as fol- lows:	40,000.00		
6,000.00	Interest on funded debt accrued and not yet due,			\$6,000.00
1,038.28	Reserves,			1,038.28
	Account owed,	7,038.28	\$7,038.28	
\$487,038.28	Total,	\$487,038.28	\$7,038.28	\$7,038.28

Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage,	193,702
Passenger car hours,	18,534
Fare passengers carried,	671,514
Average fare, revenue passengers,	4.91
Average fare, all passengers (including transfer passengers),	4.91
Car earnings per car mile,	.1704
Miscellaneous earnings per car mile,	.0006
Gross earnings per car mile,	.1710
Car earnings per car hour,	1.7809
Miscellaneous earnings per car hour,	.0065
Gross earnings per car hour,	1.7874

Operating expenses per car mile,	11.58
Operating expenses and taxes per car mile,	13.04
Operating expenses per car hour,	1.2105
Operating expenses and taxes per car hour,	.1362
Operating expenses per cent. of gross earnings,	67.72
Operating expenses and taxes per cent. of gross earnings,	76.23
Average number of employees, not including officials, during year,	18
Aggregate amount of wages paid employees,	\$13,469.66

CROSSINGS, ETC.

Steam railroad crossings over grade,	1
Steam railroad crossings under grade,	1

Description of Road and Equipment.

TRACK.

	Owned.	Total Operated.
Length of road (first main track),	11.210	11.210
Length of sidings and turnouts,	.809	.809
Total computed as single track,	11.519	11.519

RAILS.

Name of, "T"; weight per yard, 60 and 70 lbs.; steel (miles of), 11.519; total, 11.519.

GAUGE OF TRACK — 4 feet 8½ inches.

CARS, ETC.

	With Electric Equipment.	Without Electric Equipment.	Total Number.
Closed passenger cars, equipped with full vestibule,	4	..	4
Open passenger cars,	8	..	8
Total passenger cars,	7	..	7
Work cars,	..	1	1
Snow plows,	..	2	2
Total,	7	3	10

EMPLOYEES.

	Wages per day.
Conductors,	\$1.75
Motormen,	1.75
Watchmen,	1.75
Engineers,	2.50
Firemen,	1.75
Electricians,	3.00

List of All Accidents During Year ended June 30, 1905.

Persons killed from their own misconduct or carelessness, 1

Amount paid for injuries and damages caused by accidents:

Paid by the company, \$117.50

Description of Accidents.

July 14, 1904. Bailey's woods in North Franklin, drunken man lying on track between rails; injured internally, died in fifteen minutes; Cortland Woodworth.

July 16, 1904. Cow killed.

August 31, 1904. Cow hurt.

September 15, 1904. Cow killed.

Oath.

STATE OF MASSACHUSETTS, } ss.
COUNTY OF SUFFOLK,

Personally appeared before me, Thos. F. Cavanaugh, Treasurer, and Wm. D. Grant, President, of the Willimantic Traction Company, who, being duly sworn, do depose and say that they caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, for the financial year ending June 30, A. D. 1905, according to the best of their knowledge and belief.

Signed,

W. D. GRANT,

President,

THOS. F. CAVANAUGH,

Treasurer.

Sworn and subscribed to before me, this 13th day of September, A. D. 1905.

JOHN F. BRIRY,

Notary Public.

WILLIAM A. ARNOLD,

Notary Public.

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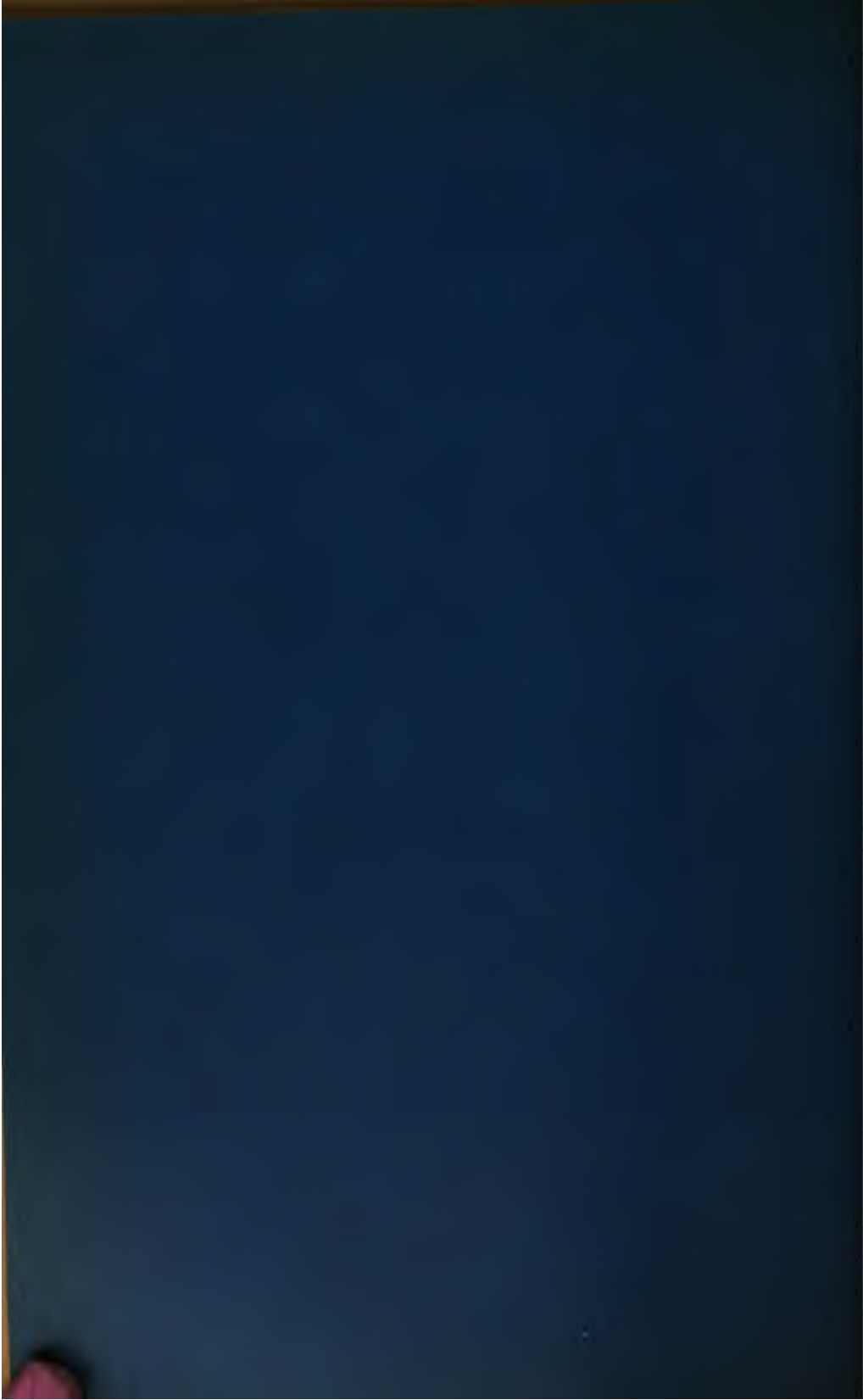
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LAWS

RELATING SPECIALLY TO

RAILROADS.



Statutes Relating Specially to Railroads.

ARTICLE TWENTY-FIVE. — CONSTITUTION OF CONNECTICUT.

Adopted October, 1877.

No County, City, Town, Borough, or other municipality, shall ever subscribe to the capital stock of any railroad corporation, or become a purchaser of the bonds, or make donation to, or loan its credit, directly or indirectly, in aid of any such corporation; but nothing herein contained shall affect the validity of any bonds or debts incurred under existing laws, nor be construed to prohibit the General Assembly from authorizing any Town or City to protect by additional appropriations of money or credit any railroad debt contracted prior to the adoption of this amendment.

Town aid to railroad corporations prohibited.

§ 1. Conditions of receiving state aid towards railroad indebtedness. Whenever any town in this state, having a grand list of less than two million dollars and having a bonded indebtedness caused by assisting in building any railroad, shall desire to avail itself of the aid of the state in paying such indebtedness, the selectmen of such town, or a majority of them, shall make written application to the board of control for such aid.

1908, ch. 161.

§ 2. Payment by state. The board of control may authorize the comptroller to draw his order on the treasurer in aid of any such town, during any fiscal year, to an amount not exceeding one per cent. of the said town's indebtedness for railroads on the first day of May, 1903.

§ 3. Duties of comptroller as to payment. The comptroller shall draw his order in aid of such town when authorized by the board of control only when he is satisfied that the town seeking such aid has raised by taxation at least an equal amount to be expended in the payment of the principal of such railroad debt. All sums paid by the state under this act shall be expended for the payment of the principal of such bonded indebt-

edness in aid of railroads. All bonds so paid and redeemed shall be filed with the treasurer of the state for cancellation, and shall be burned in the presence of the committee on finance of the general assembly.

§ 4. Limit of this act. This act shall take effect from its passage, and shall continue in force only until October 1, 1908.

TITLE ONE. — CHAPTER 1.

1905.
Rev. 1898, §1.

§ 1. Construction of statutes: words and phrases. In the construction¹ of all statutes of this state, words and phrases shall be construed according to the commonly approved usage of the language;² and technical words and phrases, and such as have acquired a peculiar and appropriate meaning in the law, shall be construed and understood accordingly.

1894.
Railroad
company.

The phrase "railroad company" shall be construed to mean and include all corporations, trustees, receivers, or other persons, that lay out, construct, maintain, or operate a railroad operated by steam power, unless such meaning would be repugnant to the context or to the manifest intention of the general assembly.

TITLE TWO. — CHAPTER 2.

1844, 1865.
Rev. 1898, §302.

§ 12. Petition concerning railroad, railway, or canal charter. No petition for the incorporation of any railroad, street railway, or canal company, or for an alteration of the charter of any such company, shall be heard by the general assembly, unless public notice shall have been given by advertisement in some newspaper published in the county where such railroad, street railway, or canal is proposed to be, or is, located, at least three weeks before the first day of the session to which such petition is brought, designating the intended route of such railroad or canal, the streets, highways, and other intended route of such street railway, or the proposed alteration

Art. 25. An act authorizing an assessment of damages against a city for change of highway lines for necessary relocation of railroad line, is not within this provision. 54 C. 277.

§ 1. (1) The history and progress of laws furnish a legitimate and useful aid in their construction, 20 C. 518; (2) 61 C. 12, 63 C. 338; (3) 57 C. 57; (4) 57 C. 57; (5) 67 C. 289, 68 C. 515; (6) 59 C. 367, 67 C. 48, 49, 469, 70 C. 565.

of such charter, nor unless the petition for such railroad company is accompanied with, and supported by, the report of a skillful engineer, founded on examination, showing the general profile of the surface of the country through which said railroad is proposed to be made, the intended manner of its construction, the feasibility of the route, the character of the soil, and the probable expense of construction.

§ 13. Certain charters granted only on petition. No act of incorporation or alteration thereof shall be granted by the general assembly, except upon a petition therefor, when the law requires that notice of such petition shall be given by advertisement. Every charter of any railroad company shall confine the road within the limits indicated by said notice, specify the towns, and, in case of a street railway, the streets or highways through which it may pass, and otherwise designate the route on which the respective roads may be authorized to be made.

1865.
Rev. 1898, §393.

TITLE TWO. — CHAPTER 4.

§ 63. By whom estimates are to be made. The estimates for the different classes of expenditures shall be made as follows, to wit: . . . railroad commissioners, . . . The estimates herein required to be made shall be prepared according to such forms as shall be prescribed and furnished by the treasurer and secretary. Whenever any material increase or variation in the expenditures of the preceding year shall be made in the estimates, the person making the same shall furnish the treasurer with the reason of the increase or variation. The comptroller shall cause a sufficient number of the estimates to be printed and delivered to the general assembly on the second day of its session.

1864, 1867.
Rev. 1898, §§380,
389.
1889, ch. 188.
1893, ch. 256.
1901, ch. 147.

TITLE THREE. — CHAPTER 5.

§ 77. Railroad and steamboat policemen. The governor may, from time to time, upon the application of any railroad, street railway, or steamboat company, engaged in the business of transportation in this state, commission, during his pleasure, one or more persons designated by such company, who, having been duly sworn, may act at its expense as policemen upon the premises used by it in its business, or upon its cars or vessels. When any such commission is issued or revoked, the

1867.
Rev. 1898, §396.
1898, ch. 14, §1.

executive secretary shall notify the clerk of the superior court of each county in which it is intended that such policemen shall act.

1897.
Rev. 1898, §397.
1898, ch. 14, §2.

§ 78. Their powers. Every railroad, street railway, or steamboat policeman, may arrest in his precinct for all offenses committed therein, and bring the offender before proper authority.

1897.
Rev. 1898, §398.
1898, ch. 14, §3.

§ 79. To wear an official badge. Every such policeman shall, when on duty, wear, in plain view, a shield bearing the words "railroad police," "street railway police," or "steamboat police," as the case may be, and the name of the company for which he is commissioned.

TITLE THREE. — CHAPTER 8.

1896, 1897.
Rev. 1898, §381.
1899, chs. 12, 32,
173, 174.
1898, ch. 18, §1.
1898, chs. 8, 17,
46, §4.
1897, ch. 282, §4.
1899, ch. 147, §2.
1901, chs. 8, 30.

§ 134. Reports; number of, time of printing. He shall cause to be printed at the expense of the state, annually, a sufficient number of copies of each of the following annual reports, not exceeding the number hereinafter stated, that is to say: of the railroad commissioners, twenty-two hundred. . . . Such additional number not exceeding three hundred and seventy-five of any report made to the governor or to the general assembly, may be so caused to be printed, for exchange by the state librarian with other states and countries, and for distribution to such public libraries in this state as may request them.

1899, ch. 198.
1897, ch. 182.
1899, ch. 12.

§ 142. Transportation for members of general assembly. The comptroller, whenever requested by any member or member-elect of the general assembly so to do, shall procure from such railway company or companies, as may be necessary, a ticket or tickets entitling said member to transportation by the most convenient route or routes between Hartford and his home station, during the session of the general assembly next to be holden, or then current, which ticket or tickets the comptroller shall deliver to said member upon receiving from him an assignment to the state of his mileage allowance for such session, which assignment shall be received in full payment therefor. The comptroller shall pay for the tickets so procured by him the lowest sum or sums for which they can be obtained of the railroad companies. No railroad company shall issue to any member or member-elect of the general assembly any ticket or other

token entitling him to transportation to and from Hartford, during any session of the general assembly, except as herein provided, unless such ticket be issued upon the same terms and at the same price as tickets are ordinarily issued by said company entitling the holder to an equivalent amount of travel.

TITLE THREE. — CHAPTER 13.

§ 187. Reports of public officers. All reports and returns which any public officer is required by law to make annually shall be for the fiscal year preceding, and all reports and returns which any such officer is required by law to make biennially shall be for the two fiscal years preceding; and all such reports and returns as are required to be made annually, except where it is otherwise provided, shall be made, returned, and printed on or before the thirty-first day of December in the year in which they are required to be made. And all such reports and returns as are required to be made biennially shall be made, returned, and printed on or before the thirty-first day of December preceding the next regular session of the general assembly.

1886, 1887.
Rev. 1888, §376.
1890, ch. 281.

TITLE FOUR. — CHAPTER 23.

§ 274. Trustee of railroad corporation may release interest. The trustee of the estate of any railroad corporation in settlement as an insolvent estate may, if the assets of such estate shall not otherwise be sufficient to pay the claims allowed by the commissioners and the expenses of settling the estate, release, subject to any prior existing lien or title to any proprietors of land, any right of way or other easement or incumbrance which said corporation may have in or upon the same, upon such terms as shall be approved by the court of probate.

1868, 1885.
Rev. 1888, §517.

TITLE SIX. — CHAPTER 51.

§ 708. Fire communicated by railway engine. In all actions to recover for any injury occasioned by fire communicated by any railroad locomotive engine in this state, the fact that such fire was so communicated shall be *prima facie* evidence of negligence on the part of the person or corporation who shall,

1840.
Rev. 1888, §1098.
See §3780.

RAILROAD COMMISSIONERS' REPORT.

at the time of such injury by fire, be in the use and occupation of such railroad, either as owner, lessee, or mortgagee, and of those who shall at such time have the care and management of such engine.

TITLE SIX. — CHAPTER 56.

1882, 1846, 1861,
1867, 1868, 1884.
Rev. 1888, §918.

§ 831. Attachment effective without removal of property, when. Attachments of machinery, engines, or implements, situated and used in any manufacturing or mechanical establishment, or of the household furniture of any person having a family, and used by him in housekeeping, or of hay or unthreshed grain deposited in any building, or of any crop deposited in any building, or of brick in kilns, or of wood, sawed lumber, railroad ties, or logs when gathered together in piles, which cannot, in the opinion of the officer levying upon the same, be moved without manifest injury, shall be effectual to hold the same, without any removal thereof; *provided* the service of such attachment shall be completed and a copy of the process and of the accompanying complaint, with the officer's return indorsed thereon, particularly describing the property attached, shall be filed in the office of the town clerk of the town in which such property shall be situated, within twenty-four hours after such attachment shall have been made; and when the levy is upon any such hay, unthreshed grain, crops, or brick, the officer shall also post a notice of his attachment on the outer door, or other conspicuous place, of the building in which such property is situated.

TITLE SIX. — CHAPTER 58.

1886.
Rev. 1888, §1178.

§ 917. Levy on interest of one railroad in another's property. The levy of executions on the equitable right or interest which any railroad corporation may have in the whole, or any part of the real estate, right of way, or roadbed, of any other railroad corporation, together with the income, rents, and profits which may be due or coming due thereon, shall be by leaving a true and attested copy thereof with the treasurer, secretary, or clerk, of said last-named corporation, with an attested certificate by the officer making such levy, that he levies upon such right or interest to satisfy such execution; and thereupon he

shall post the same upon some signpost in the town where such last-named corporation has its office or principal place of business in this state, and, as in cases of personal property, shall, at vendue, sell the same, together with such income, rents, and profits, or so much of them as shall be sufficient to satisfy said execution, and shall give to the purchaser a written conveyance of such right and interest, and shall also leave with such treasurer, secretary, or clerk, a true and attested copy of such execution, and of his return thereon; and the purchaser shall thereupon become entitled to said right and interest, and to all rents, profits, and income thereon, to which such debtor was entitled.

TITLE SIX. — CHAPTER 79.

§ 1119. Action for injury to person and property limited to one year. No action to recover damages for injury to the person, or for an injury to personal property caused by negligence, shall be brought but within one year from the date of the injury or neglect complained of.

1865, 1867.
Rev. 1888, §1383.
1893, ch. 46.
1897, ch. 189.
1903, ch. 149.

§ 1120. Suit for forfeiture on penal statute limited to one year. No suit for any forfeiture upon any penal statute shall be brought but within one year next after the commission of the offense.

1872.
Rev. 1888, §1379.

§ 1130. Four months' notice required in actions against railways. No action to recover damages for an injury to, or for the death of, any person, or for an injury to personal property, caused by negligence, shall be maintained against any electric, cable, or street railway company, or against any steam railroad company, unless written notice containing a general description of the injury and of the time, place, and cause of its occurrence, as nearly as the same can be ascertained, shall have been given to the defendant within four months after the neglect complained of, unless the action itself is commenced within said period of four months. Such notice may be given to the secretary, or to any agent or executive officer of the company in fault.

1895, ch. 176.
1897, ch. 197.

TITLE SEVEN. — CHAPTER 82.

1801, 146, 18673.
Rev. 1868, §1400.

§ 1141. Homicide, when punished by death. Every person who shall commit murder in the first degree, or who shall cause the death of another by wilfully placing any obstruction upon any railroad, or by loosening, taking up, or removing any part of the superstructure of such railroad, or by wilfully burning any building or vessel, shall suffer death.

1868.
Rev. 1868, §1408.

§ 1144. Misconduct of railroad servants causing loss of life. Every servant of any railroad company who shall, in consequence of his intoxication, or of any gross or wilful misconduct or negligence, cause any loss of life, or the breaking of a limb, shall be imprisoned not more than ten years.

1873.
Rev. 1868, §1471.
1898, ch. 87.

§ 1145. Wilful throwing or shooting at railway cars. Every person who shall wilfully throw or shoot any missile at any locomotive or railroad car, or street railway car, whereby the safety of any person is endangered, shall be fined not more than five hundred dollars, or imprisoned not more than one year, or both.

TITLE SEVEN. — CHAPTER 84.

1862, 1873.
Rev. 1868, §1420.

§ 1182. Placing obstructions on railroads. Every person who shall wilfully place any obstruction upon any railroad, or who shall loosen, tear up, or remove any part of a railroad, shall be imprisoned in the state prison not more than ten years; and if he shall do the same with intent to throw any locomotive or car from the track of such railroad, or to obstruct any car in motion, he shall be imprisoned in such prison not more than thirty years.

1871.
Rev. 1868, §1431.

§ 1184. Displacement of switches or injury to signals on railroads. Every person who shall wilfully displace any switch upon any railroad, or injure, or destroy any electric signal in use thereon, or any material or property appertaining thereto, or who shall interrupt the use of any wire, lever, pin, or battery, used to operate such signal, or its connection therewith, shall be fined not more than one thousand dollars, and imprisoned in the state prison not more than ten years.

§ 1199. Breaking and entering railroad car for criminal purpose. Any person who shall at any time break and enter any railroad car, with intent to commit a crime therein, shall be imprisoned not more than ten years.

1895, ch. 212.

§ 1208. Theft or embezzlement of passage tickets. Every person who shall steal any ticket, coupon, check, or other paper or writing, lawfully issued by any common carrier, entitling or purporting to entitle the holder or proprietor thereof to a passage upon any railroad or in any vessel or other public conveyance; or who shall falsely make, alter, forge, or counterfeit any such coupon, check, or other paper or writing, or who shall embezzle any such ticket, coupon, check, or other paper or writing, shall be fined not more than five hundred dollars, or imprisoned in a jail not more than one year, or both.

1895, ch. 112.

§ 1234. Wilful injury to cars or engines. Every person who shall wilfully injure any engine or car used upon any railroad, or any car or motor used upon any street railway, or who shall wilfully and maliciously take or remove the waste or packing from or out of any journal box or boxes of any locomotive, engine, tender, carriage, coach, car, caboose, truck, or motor used or operated upon any railroad or street railway, shall be fined not more than five hundred dollars, or imprisoned not more than three years, or both.

1895.
Rev. 1898, §1472.
1895, ch. 87.
1905, ch. 198.

§ 1235. Nuisances on railroad tracks or in depots. Every person who shall cast, empty, or discharge, or permit to be cast, emptied, or discharged, any filth, rubbish, foul or offensive wash or water, or the contents of any privy, vault, cess-pool, or sewer, upon or into any railroad or railroad depot in any city, shall be fined not more than fifty dollars, half of which shall be paid, by order of court, to the person furnishing to the proper officer information that leads to a conviction.

1895.
Rev. 1898, §1473.

§ 1236. Nuisances on railroad bridges. Every person who shall commit any nuisance in or upon any railroad bridge shall be fined not more than seven dollars, or imprisoned not more than thirty days, or both.

1895.
Rev. 1898, §1474.

§ 1241. Wilful injury to electric railway appliances. Every person who wilfully and unlawfully displaces, removes, cuts, injures, or destroys any wire, insulator, pole, dynamo, signal, signal box, switch, or motor attached, appertaining

1895, ch. 72.
1905, ch. 73.

to, or connected with, any railroad or street railway operated by electricity, shall be fined not more than five hundred dollars, or imprisoned not more than three years.

1897, ch. 53.

§ 1242. Unlawful appropriation of electric current. Every person who shall, without permission, knowingly withdraw or cause to be withdrawn, and appropriate to himself for his own use or for the use of any other person, any current of electricity from the wires of any person or corporation authorized to manufacture, sell, or use electricity for the purpose of light, heat, or power; and any person having permission to use the said electric current for certain specified purposes, who shall knowingly, wilfully, and intentionally withdraw or cause to be withdrawn such electric current for any other purpose; and every person to whom such electric current is furnished from or by means of a meter, who shall wilfully and with intent to cheat and defraud any of said persons or corporations, alter or interfere with such meter, or by any contrivance whatsoever, withdraw or take off the electric current in any manner except through such meter, shall be fined not more than fifty dollars, or imprisoned not more than ninety days, or both.

1905, ch. 76.

Trespass upon street railway cars. Every person who shall wilfully and unlawfully be upon, occupy, or attach himself to the fender, bumper, coupler, draw bar, roof, or other part of the car of any electric or street railway company, not intended for passengers, shall be fined not more than twenty dollars, or imprisoned not more than thirty days, or both.

1899.
Rev. 1898, §1483.

§ 1249. Wilful injury to baggage on public conveyances. Every person whose duty it is to handle, remove, or take care of the baggage of passengers, by any public conveyance, who shall wilfully or recklessly injure or destroy any article of baggage, while loading, transporting, unloading, delivering, or storing the same, shall be fined not more than fifty dollars, half of which shall be paid by order of the court to the person who shall make complaint.

TITLE SEVEN. — CHAPTER 86.

1874.
Rev. 1898, §1517.
1896, ch. 87.

§ 1293. Abandonment or obstruction of engines or cars. Every person who shall unlawfully, maliciously, and in violation of his duty or contract, unnecessarily stop, delay, or

abandon any locomotive, car, or train of cars, or street railway car, or shall maliciously injure, hinder, or obstruct the use of any locomotive, car, railroad, or street railway car, or street railway, shall be fined not more than one hundred dollars or imprisoned not more than six months.

§ 1294. Wilful hindering street railway company in use of its tracks. Every person who shall wilfully hinder any electric, cable, or street railway company in the use of its roads or tracks, shall be fined not more than fifty dollars, or imprisoned not more than three months, or both.

1874.
Rev. 1898, §3903.
1899, ch. 44.

TITLE SEVEN. — CHAPTER 88.

§ 1334. Transportation of animals on railroads. No railroad company, in transporting animals, shall permit them to be confined in cars more than twenty-eight consecutive hours, except when transported in cars in which they have proper food, water, space, and opportunity for rest, without unloading them for food, water, and rest, for at least five consecutive hours, unless prevented by storm or other accidental cause; and in estimating such confinement, the time during which the animals have been confined, without such rest, on connecting roads from which they are received, shall be included. Animals so unloaded shall be properly fed, watered, and sheltered during such rest by the owner or person having their custody, or on his neglect, by the railroad company transporting them, at his expense; and said company shall, in such case, have a lien upon such animals for food, care and custody furnished, and shall not be liable for any detention of them for such purpose; and any such company, owner, or custodian of such animals, who shall not comply with the provisions of this section, shall be fined not more than five hundred dollars. The knowledge and acts of agents of, and of persons employed by such company, in regard to animals transported, owned, or employed by it, or in its custody, shall be held to be its acts and knowledge.

1874.
Rev. 1898, §1544.

TITLE SEVEN. — CHAPTER 89.

§ 1373. Neglect to close gates and bars at railroad crossings. Every person who shall enter upon, or cross a rail-

1876.
Rev. 1898, §1573.

road at any private way which is closed by gates or bars, and shall neglect to securely close them, shall be fined not more than ten dollars, and shall be liable for any damage resulting therefrom.

1869.
Rev. 1868, §9657.

§ 1388. Gaming on public conveyances. Every person who shall play at any game, for any valuable thing, or shall solicit another to do the same, upon any public conveyance, and every person who shall win or lose any valuable thing by so playing, or betting on such play, or by sharing in any stake or wager of others, who so bet or play, shall be fined not more than two hundred dollars, and imprisoned not more than six months.

TITLE SEVEN. — CHAPTER 91.

1899, ch. 121.

§ 1423. False returns to commissioners. Every person who shall wilfully make false report to the insurance commissioner or the railroad commissioners, or who shall testify or affirm falsely to any material fact in any matter wherein an oath or affirmation is required or authorized, or who shall make any false entry or memorandum upon any book, paper, report, or statement of any insurance or railroad company, with intent in either case to deceive the insurance commissioner, or the railroad commissioners, or any agent appointed to examine the affairs of any such company, or to deceive the stockholders or policy-holders or any officer of any such insurance or railroad company, or to injure or defraud any such company, and any person who, with like intent, aids or abets another in any violation of this section, shall be imprisoned not more than five years.

1897, 1871.
Rev. 1898, §1501.
1899, ch. 68.
1896, ch. 87.
1903, ch. 123.
1905, ch. 72.

§ 1428. Fraudulent evasion of payment of fare. Every person who shall fraudulently evade or attempt to evade, or who shall, upon demand by the owner, agent, or person authorized to make such demand, refuse payment of the lawful fare for his conveyance on any steamboat, or in any steam railroad car, or in any electric or street railway car, or for the use of any public hack, carriage, or express wagon, shall be fined not more than twenty dollars, or imprisoned not more than thirty days, or both.

1899, ch. 153.

§ 1429. Fraudulent issue and use of transfer ticket upon public conveyance. Every conductor of a street railway

car or other public conveyance, and every other person whose duty it is to collect fares on such car or conveyance, or issue a transfer ticket, or written or printed instrument, giving, or purporting to give, the right of transfer to another person or persons from a public conveyance operated upon one line or route of a street railway, to a public conveyance upon another line or route of a street railway, or from one car to another car upon the same line of a street railway, who shall knowingly and with intent to defraud the person or corporation operating such public conveyance or car, issue, sell, or give any such transfer ticket or instrument to another person not lawfully entitled thereto, or receive, use, or return any such transfer ticket or instrument unlawfully issued or presented for fare, in lieu of a regular cash fare, or substitute any such transfer ticket or instrument for any cash fare collected by him; and every person who shall fraudulently and with intent to evade the payment of a fare, receive and use or offer for passage any transfer ticket or instrument not originally issued to him; and every person who shall sell or give any such transfer ticket or instrument originally issued to him, to another person with intent to have such transfer ticket or instrument used or offered for passage by such other person, shall be fined not more than fifty dollars, or imprisoned not more than thirty days, or both.

TITLE SEVEN. — CHAPTER 95.

§ 1488. Fines and forfeitures; prosecutions; liability of corporation. All fines, forfeitures, and penalties, unless otherwise expressly disposed of by law, if imposed on any person by the superior court or by the criminal court of common pleas, or by the district court of Waterbury, shall belong to the state; if by a justice of the peace, to the town wherein the offense was committed. When a fine, penalty, or forfeiture is imposed by any statute as a punishment for any offense, and any part thereof is given to the person aggrieved, or to him who shall sue therefor, and the other part to the state, county, or town, all proper informing officers shall make presentment of such offense to the court having cognizance thereof; and the whole of such fine, penalty, or forfeiture, shall, in such case, belong to the state, county, or town, as the case may be. Whenever any corporation has incurred a penalty or forfeiture, or is liable to a fine, the state's attorney in the county wherein such corporation is located,

1780, 1814, 1886.
Rev. 1888.
§§1511, 1691.
1899, ch. 190.

or has its principal place of business in this state, may bring a civil action, on this statute, in the name of the state, to recover such penalty, forfeiture, or fine. The jurisdiction of the court to which such action may be brought shall be determined by the maximum amount of the penalty, forfeiture, or fine that may be imposed. The court shall render judgment, under the limitations of law, for the recovery of such penalty, forfeiture, or fine, and issue execution therefor.

TITLE SEVEN. — CHAPTER 97.

1821, 1874, 1878.
Rev. 1888, §1618.

§ 1504. Venue. Every person charged with any offense shall be tried in the county wherein it shall have been committed, except when it is otherwise provided; and when theft shall be committed in one county, and the property stolen shall be carried into another county, the offender may be tried in either county. All persons arrested for offenses committed upon cars or steamboats may be prosecuted before any court, in the same manner as if such offenses had been committed in the town in which such court is held.

TITLE NINE. — CHAPTER 110.

1850, 1722, 1897.
1874.
Rev. 1888, §3002.
1895, ch. 302.
1897, ch. 133.

§ 1770. Arrest without warrant. Sheriffs, deputy sheriffs, constables, borough bailiffs, police officers, special protectors of fish and game, and railroad and steamboat police, in their respective precincts, shall arrest, without previous complaint and warrant, any person for any offense in their jurisdiction, when the offender shall be taken or apprehended in the act, or on the speedy information of others; and all persons so arrested shall be immediately presented before proper authority.

TITLE TEN. — CHAPTER 121.

1899, ch. 216, §2.

§ 1950. Street railway company to sprinkle street or highway, when. Every street railway company operating a street railway upon any part of a street or highway the remaining width of which shall be sprinkled by the town, city, or borough within which such street or highway is located, shall itself sprinkle with water so much of the width of said part of said street or highway as is included within its tracks and a space

of two feet on the outside of the outer rails thereof, to the acceptance of said town, city, or borough; and said town, city, or borough shall furnish such street railway company, free of expense to such company, the water to be used for such sprinkling. Any town, city, or borough, and any street railway company operating therein, shall have the power to contract together for the sprinkling with water by the street railway company of the whole width or any part of a street or highway along which said company operates a street railway, and said town, city, or borough shall obtain and furnish to such street railway company water to be used in sprinkling streets or highways in such town, city, or borough.

TITLE ELEVEN. — CHAPTER 125.

§ 2015. Certain bridges to have draws. No bridge without a draw shall be built or maintained across any water navigated by open-deck vessels for business purposes, whose passage would be impeded thereby; and if any bridge is so maintained or its construction commenced, the superior court, as a court of equity, or any judge thereof in vacation, upon the complaint of any party aggrieved, may enjoin the maintenance or construction of such bridge, and may order its removal at the expense of the respondent, and that a suitable bridge be built, and establish the width of the draw therein. But whenever any public highway shall be laid out over any navigable water, it shall be competent for the committee of the superior court appointed with power to lay out such highway, or for a committee appointed by the superior court upon the application of the selectmen of the town which has laid out such highway, to inquire, after due and reasonable notice to all parties interested, whether the building, construction, or maintenance of a bridge without a draw will materially interfere with the navigation of the said water by open-deck vessels for business purposes. If such committee finds that the construction or maintenance of such a bridge without a draw will not materially interfere, as aforesaid, with the navigation of said water, then said committee, after giving at least five days' notice in the manner prescribed for the service of legal process to all persons owning wharves, docks, or wharf privileges above such bridge, may assess the damages which the construction of such bridge without a

1873, 1881.
Rev. 1888, §2008.

draw will be to the owners of such wharf or wharf privileges, and if the committee shall find that the total amount of such damages, if paid by the town in which such bridge is located, will be more economical for such town than the construction or maintenance of such bridge with a draw, then such bridge may be maintained, built, or constructed without a draw, after the amount of damages so found has been paid to the parties entitled to the same, or has been deposited in the town treasury subject to their order; and the amount of such damages shall be paid by the town in which the bridge is located, as a part of the expense of building or maintaining such highway or bridge. All persons interested in such wharves or wharf privileges shall be entitled to all of the privileges by way of remonstrance and re-estimate of damages which are provided in this chapter for persons interested in laying out or altering a highway. This section shall not be construed to authorize the construction of a bridge without a draw over Branford river below Hobart's bridge.

Branford river.

1869, 1871.
Rev. 1898, §3071.

§ 2018. Bridges over railroad tracks. The bottom timbers of all bridges constructed over any railroad track after July ninth, 1869, shall not be less than eighteen feet above the rails, unless the railroad commissioners require a less height and prescribe the same in writing.

1873, 1899, 1874,
1888.
Rev. 1898, §3073.
1896, ch. 173.
1899, ch. 97.

§ 2020. Damages for injuries by defective roads or bridges. Any person injured in person or property by means of a defective road or bridge may recover damages from the party bound to keep it in repair; but no action for any such injury shall be maintained against any town, city, corporation, or borough, unless written notice of such injury and a general description of the same, and of the cause thereof, and of the time and place of its occurrence, shall, within sixty days thereafter, or, if such defect consists of snow or ice, or both, within five days thereafter, be given to a selectman of such town, or to the clerk of such city or borough, or to the secretary or treasurer of such corporation; and when the injury is caused by a structure legally placed on such road by a railroad company, it, and not the party bound to keep the road in repair, shall be liable therefor.

1866, 1878.
Rev. 1898, §3092.
1898, ch. 200.
1908, ch. 4.

§ 2039. Damages for obstructing street with railroad cars. Any person traveling upon any public street or highway, which is crossed by a railroad, who shall be obstructed or prevented from crossing such railroad for a longer time than five

minutes, by reason of trains, cars, or locomotives, standing upon or across such street or highway, may recover twenty-five dollars and costs from the corporation owning or operating said railroad; provided suit is brought within thirty days after the date of such obstruction.

§ 2040. Highways in cities not to be obstructed by railroad trains. When any railroad crosses a highway in any city at grade within two hundred feet of a covered bridge on said highway, such highway shall not be obstructed by the making up of railroad trains, nor by allowing any train, car, or locomotive, to stand on or across said highway for more than three minutes at one time; and whenever such highway has been once so used or occupied, or whenever a locomotive or train has passed entirely over it, said highway shall not again be so used or occupied or crossed by locomotive or cars, until a sufficient time has been allowed to enable all teams which are ready and waiting for the purpose to cross the tracks of said railroad. Any servant, agent, or employee of any railroad corporation wilfully violating any provision of this section shall be fined not more than seven dollars, or imprisoned not more than thirty days, or both.

1881.
Rev. 1888, §2040.

§ 2047. Highways laid out near railroad need approval of judge. No highway which does not cross a railroad track shall be laid out or opened to the public within one hundred yards of any railroad track unless the layout has been approved by a judge of the superior court, after notice to all parties in interest, and his written approval lodged in the office of the town clerk of the town in which the proposed highway is situated. No judge shall approve any such layout unless he finds that public convenience and necessity require such highway to be within such distance, and upon such approval the judge may require any town opening a highway to the public within such distance to erect and maintain such a fence between such highway and the railroad track as in his opinion the safety of the public may require.

1878.
Rev. 1888, §2700.

§ 2051. Damages or benefits by change of grade of highway. When the owner of land adjoining a public highway, or of any interest in such land, shall sustain special damage or receive special benefits to his property by reason of any change

1874, 1875, 1882.
Rev. 1888, §2708.
1895, ch. 211.
1901, ch. 66.

§ 2047. Judge shall consider danger more than expense. 64 C. 256.

in the grade of such highway, or by reason of excavations in such highway, made in the process of repairing the same by the town, city, or borough, in which said highway may be situated, or by any corporation whether acting by authority or direction of the railroad commissioners or otherwise, such town, city, borough, or corporation, shall be liable to pay to such owner the amount of such special damage, and shall be entitled to receive from him the amount or value of such special benefits, to be ascertained in the manner provided for ascertaining damages and benefits occasioned by laying out or altering highways. Whenever special benefits shall be finally assessed and established concerning any lands or interests therein, under the foregoing provisions, such town, city, borough, or corporation, shall have a lien upon the lands concerning or upon which they are so assessed, to be established and enforced in the manner provided for establishing and enforcing liens for benefits occasioned by public works in the town, city, or borough, in which such highway is situated.

1866.
Rev. 1868, §2712.

§ 2060. Highway unsafe by railroad occupation altered by court. The superior court of the county in which is any highway, or any portion thereof, taken for railroad purposes by any other corporation than a street railway company, unless such highway or portion thereof is in a city or borough which has control of its highways, or has been constructed since such railroad, may, upon the petition of any party interested, served upon said company as other civil process, appoint a committee of three to inquire whether such highway or portion thereof is unsafe for travel by reason of such railroad, or whether any alteration of such highway or the construction of a new highway is thereby rendered necessary for the public safety and convenience; and such committee shall hear said parties and report their opinion thereon to said court, which may make any proper order in the premises; and if it shall order any such alteration or construction, and said company shall refuse to comply with such order, said town shall alter or construct such highway and may recover the expense thereof from said company.

1897, ch. 207.

§ 2081. Highway crossing railroad. When deemed discontinued. Any public highway crossing a railroad, the use of which crossing has been abandoned for a period of at least fifteen years, shall be deemed discontinued.

§ 2094. State payment for drawbridge crossed by street railway. Every town or city, owning, operating, and maintaining a drawbridge over and across which any street railway company operates its cars shall, upon the presentation to the comptroller of a certificate to that effect, signed by the selectmen of such town or the mayor of such city, receive from the state annually the sum of five hundred dollars for each and every such drawbridge. 1901, ch. 145, §1.

TITLE THIRTEEN. — CHAPTER 144.

§ 2315. Property exempt from taxation. The following property shall be exempt from taxation: . . . all moneys or funds received and accumulated by grand army posts in the state of Connecticut, from donations, bequests, and collections for charitable purposes, or which may hereafter be received by grand army posts for charitable purposes; bonds of the state of Connecticut issued pursuant to any act which provides for their exemption from taxation; bonds in the hands of the holders thereof, issued by any town or city in aid of the construction of the railroads of the Connecticut Western Railroad Company, the New Haven, Middletown & Willimantic Railroad Company, the Shepaug Valley Railroad Company, the Connecticut Valley Railroad Company, the Connecticut Central Railroad Company, or either of them, to provide or raise money to pay for stock subscribed for by it in any of said companies; but such bonds or stock, when their avails shall have been expended in the construction of any of said railroads, shall be assessed and taxed in the manner provided in § 2424. When any town or city in this state has issued or shall issue new bonds under or by virtue of any statute, public or private, for the purpose of redeeming or providing a fund to redeem its bonds originally issued in aid of the construction of any railroad, and which by the statutes of this state were exempt from taxation, or for redeeming or providing a fund to redeem any reissue of the same, such new bonds, and the amount invested therein, shall be exempt from taxation in the hands of the holders thereof in the same manner and to the same extent as the original bonds, and the amount invested therein, and no direct, indirect, or franchise tax shall be assessed thereon.

Of Grand Army posts.
State bonds.
Certain municipal bonds.

§ 2326. Property in another state, and taxed there, exempt here. The list of any person need not include any 1852, 1872.
Rev. 1888, §3880.

property situated in another state, when it can be made satisfactorily to appear to the assessors that the same is fully assessed and taxed in such state, to the same extent as other like property owned by its citizens; but the provisions of this section shall not apply to moneys loaned by residents of this state to any party out of this state, as money at interest; nor to bonds issued by, or loans made to, any railroad company located out of this state, when such bonds are owned, and loans made, by residents of this state.

1877.
Rev. 1888, §3838.

§ 2330. Taxation of dwelling houses of railroad companies. Every dwelling house belonging to any railroad company shall be set in the list and taxed in the town where said dwelling house is situated, notwithstanding the fact that the same may be rented to or occupied by an employee of said railroad company; and the amount paid for taxes on any such dwelling house or houses shall be deducted from the sum required by law to be paid by such railroad company for taxes to the state.

TITLE THIRTEEN. — CHAPTER 147.

1864, 1866, 1871,
1875, 1876, 1882,
1887.
Rev. 1888, §3919.

§ 2423. Returns by railroad companies. The secretary or treasurer of every railroad company, any portion of whose road is in this state, or if such portion of said road is in the hands of a trustee or receiver, then such trustee or receiver shall, on or before the fifteenth day of November, annually, deliver to the comptroller a sworn statement of the condition and affairs of said company or road as they existed on the thirtieth day of the preceding September, in the following particulars, namely: the number of shares of its stock, and if the same consists of different classes, then of those of each class, and the market value of each share, the dividends paid per share on each class of said stock during the year preceding such thirtieth day of September, and the dates of said payments, the amount of its funded and floating debt, and the market value of any of such indebtedness which is below par in value, the number, amount,

§ 2423. Cash on hand means money or instruments which pass from hand to hand or are immediately convertible into money. 60 C. 327. Tax on railroads running into other states constitutional. 60 C. 327.

§ 2424. Exemption of original capital applied to increase, including preferred stock. 30 C. 290. This section does not exempt railroad bonds in the hands of holders. 33 C. 187. Assessments of benefits not within this section as a tax. 36 C. 255. Exemption from other taxation not limited to that used for railroad purposes. 40 C. 491. What property regarded as used for rail-

and market value of any unpaid bonds secured by mortgage on the property of said company by any of its predecessors in title and legally convertible into the capital stock of such company, the amount of bonds issued by any town or city of the description mentioned in § 2315, when the avails of such bonds, or stock subscribed and paid for therewith, shall have been expended in such construction, the amount of money actually on hand in cash in the treasury or in the possession of the proper officers or agents of the company or of any such trustee or receiver, the amount paid for taxes in this state during the year ending on said thirtieth day of September upon any real estate owned by said company, trustee, or receiver, and not used for railroad purposes, the whole length of the road, and the length of those portions thereof lying without this state.

§ 2424. Tax on railroad companies. Every such railroad company, trustee, or receiver, shall, on or before the twenty-fifth day of November, annually, pay to the state one per cent. of the valuation, made and corrected by the board of equalization, of said stock, and one per cent. of the par value of such funded and floating indebtedness, as required to be contained in said statement, or, if any of said indebtedness is worth less than par, then one per cent. of its valuation made and corrected by said board, after deducting from such valuations the amount of any bonds or other obligations of said company, or of their market value, if below par, which may be held in trust for said company as a part of any sinking fund belonging to it, and also deducting from said sum required to be paid, the amount paid for taxes in this state during the year upon any real estate owned by said company, trustee or receiver, and not used for railroad purposes; and the valuation so made and corrected by said board shall be the measure of value of such railroad, its rights, franchises, and property in this state for purposes of taxation; and this sum shall be in lieu of all other taxes on its franchises, funded and floating debt, and railroad property in this state.

1864, 1869, 1871,
1876, 1883, 1887.
Rev. 1888, §3920.

§ 2425. Tax when only part of railroad lies in this state. When only part of a railroad lies in this state, the com-

1864, 1876.
Rev. 1888, §3921.

road purposes. 40 C. 498. Statute seeks to tax value of property within this state devoted to railroad purposes. 42 C. 103; 48 C. 53. Compensation for additional burden because of street railway not a tax. 67 C. 198.

§ 2425. No deduction because of leased lines in another state not owned. 48 C. 44.

pany owning such road shall pay one per cent. on such proportion of the above-named valuation as the length of its road lying in this state bears to the entire length of said road. But in fixing the aforesaid valuation and lengths, neither the value nor length of any branch thereof in this state, which the board of equalization shall determine to be of less value per mile than one-fourth of the average value per mile of the trunk road, shall be included; but every such branch shall be estimated at its true and just value by the board of equalization, and such railroad company shall pay to the treasurer of this state one per cent. on such value, at the time fixed in § 2424 for the payment of other railroad taxes; and when any such sum becomes due, and such company shall not have then the management and control of its road, or the road bearing its name, the person or corporation then owning or managing such railroad shall pay such sum to the state within the time above prescribed.

1862.
Rev. 1866, § 3023.

§ 2426. Lessee of railroad may deduct taxes paid from rent. The taxes paid by the lessee of any railroad, under any contract or lease, existing on the tenth day of July, 1862, may be deducted from any payments due or to become due to the lessor, on account of such contract or lease.

1861.
Rev. 1866, § 3023.
1866, ch. 74.
1869, ch. 31.
1902, ch. 173.

§ 2427. Returns as to railroads and railways in other state, or boat company. Every railroad company in this state, which holds by lease or otherwise a railroad or railway in another state which is not a part of its own road, shall state in its annual return for the purposes of taxation how much of its funded and floating debt was occasioned by, and how much of its capital stock was issued for, any amount which has been expended by it in the construction or permanent improvement of such railroad or railway in another state, or in the purchase of equipment for exclusive use thereon; and how much of its capital stock was issued, under the provisions of any law of this state, in exchange for, or purchase of, the capital stock or obligations of any railroad or railway corporation whose line of railroad or railway is without the limits of this state; and how much of its funded and floating debt was occasioned by such exchange or purchase; and, in computing the amount of the tax to be paid by said company to this state, the amount of such funded or floating debt, and of such stock so occasioned or issued as aforesaid, shall be first deducted from the total amount of its funded and floating debt and stock; and such railroad company shall

in said return report how much of its funded and floating debt was occasioned by, and how much of its capital stock was issued for, the purchase of the capital stock or obligations of any steamboat company operating a line of steamboats in connection with the line of said railroad company; and, in computing the amount of tax to be paid by such railroad company to this state, the amount of such funded and floating debt and of such capital stock shall be deducted from the total amount of its funded and floating debt and stock.

§ 2428. Returns by railroad mortgagees in possession. The mortgagees or trustees of any railroad lying in whole or in part in this state, who have, or shall hereafter, come into possession of the same by virtue of any mortgage thereof, shall, within the first ten days of October, annually, so long as they remain in possession of said railroad, deliver to the comptroller a sworn statement of the value of said road, its equipment and other property located in this state, and in their hands, as such mortgagees or trustees. 1875.
Rev. 1888, §3094.

§ 2429. Tax on railroad in hands of mortgagees or trustees. Said mortgagees or trustees shall, on or before the twentieth day of October in each year, or as soon thereafter as the earnings of said road or other moneys in their hands will allow, pay to the state a sum equal to one per cent. on the value of said road, equipment, and other property, less the amount of taxes paid by them on any real estate in their hands not used for railroad purposes. 1875.
Rev. 1888, §3095.

§ 2430. Return and payment when another company buys railroad. In all cases in which the road and estate of any railroad company has been, or shall be, foreclosed under any mortgage executed by it, and any other railroad company has become or shall become, by purchase or otherwise, the owner of said road and estate so foreclosed, such other company shall make the returns and payments required by this chapter, and any funded or floating indebtedness for which such railroad and estate is liable shall be considered, for the purpose of this enactment, as the indebtedness of said company, whether the same may have been contracted by it or by some predecessor in title. 1875.
Rev. 1888, §3096.

1875.
Rev. 1888, §3927.

§ 2431. Taxes to be liens on railroad property. Any and all taxes which shall become due to the state from any railroad company, or from the mortgagees or trustees of any railroad under the provisions of this chapter, shall be and remain a lien on the road and property on account of which said tax is imposed, until the same shall be paid, and shall take precedence of any and all other incumbrances and liens whatever.

1893, ch. 209.
1905, ch. 264.

§ 2432. Taxation of street railways. The existing statutes with regard to the taxation of railroads shall apply, extend to, and include all street railways of every description.

Taxation of express business. § 1. Every corporation conducting an express business wholly on lines of electric or street railways within this state, shall annually, within the first ten days of October, deliver to the comptroller a statement, sworn to by its treasurer or other accredited officer or agent, showing the gross receipts of said corporation for its express business conducted wholly on the lines of electric or street railways within this state during the year preceding the first day of July then last past; and each such corporation shall annually, within the first twenty days of October, pay to the state two per centum of such gross receipts, which sum shall be in lieu of all other taxes upon the property of such corporation used in the conduct of such express business.

§ 2. The provisions of section 2433 of the general statutes shall not apply to the corporations affected by this act.

1887.
Rev. 1888, §3931.
1899, ch. 171.

§ 2442. Value of certain railroad stocks, how determined. If any railroad company, during the two years ending on the thirtieth day of September next preceding the time for making such annual returns, has paid regular dividends at the same annual rate per cent. on all or any class of its shares of stock, the market value of each share of such stock, or class of stock, as the case may be, for the purpose of the returns so to be made as aforesaid, shall be the average of the closing bids or prices offered for said stock or any shares thereof during the twelve consecutive months preceding the time for making such returns, as regularly published by any board of brokers, such board being named in said returns; and every party whose duty it is to make such returns shall adopt, in making the same, such average price as the invariable standard of said market value, and the board of equalization in examining

and correcting said returns, and in making out the statements required to be made, as the case may be, shall conform to and adopt such valuation, unless they shall be of the opinion that the interests of the state require that the market value of said stock shall be otherwise ascertained, in which case they may find, upon the best information which they can obtain, and fix, a different valuation. As to all other shares of stock in any railroad company, the market value thereof shall be ascertained and returned, as far as possible, in the same manner as is hereinbefore provided for the shares of stock upon which regular dividends have been paid as aforesaid, but in such returns any facts may be stated showing that such market value differs from the true value, and the board of equalization, in examining and correcting said returns and in making out the statements required to be made, shall regard said market value, if it can be so ascertained, as the proper standard of the value of such shares, unless from the facts stated, or from other information, they shall think it proper to adopt a different valuation, which they in such cases may do.

§ 2443. Valuation in certain cases. In all cases where for any reason it is not possible or feasible to fix or ascertain the market value for any stock in the manner aforesaid, it shall be returned by the party, whose duty it is to make such return, at the price of the last reported market sale of said stock, and in such cases the board of equalization may, in correcting said returns, and making out any statements so required to be made, fix and determine, according to the best information which they can obtain, any valuation for said stock which they may think proper.

TITLE TWENTY-TWO. — CHAPTER 197.

§ 3335. Proxies limited. No person shall vote at any meeting of the stockholders of any bank, trust company, or railroad company, by virtue of any power of attorney not executed within one year next preceding such meeting. No such power shall be used at more than one annual meeting.

1891, 1892.
Rev. 1898, §1927.

Proxies at stockholders' meetings. At all stockholders' meetings stockholders may vote in person or by an attorney duly authorized by a written power. Every share of stock shall entitle the holder thereof to one vote except when otherwise provided in its charter or certificate of incorporation or

1905, ch. 171.

in any statute affecting it, and persons holding stock in a fiduciary capacity and pledgors of stock shown to be such by the record of transfer shall have the same voting rights upon shares of stock so held as any holder of such shares would have, except that pledgors in the transfer of stock may expressly empower the pledgees to vote thereon. No proxy hereafter made shall be valid after the expiration of eleven months from the date of its execution unless a longer term be expressly provided for therein.

TITLE TWENTY-SIX.

RAILROAD AND RAILWAY CORPORATIONS, AND RAILROAD COMMISSIONERS.

CHAPTER 212.

Organization and Powers of Steam Railroad Companies.

1905, ch. 126.

Railroad companies. § 1. Every railroad company may hold such real estate as may be convenient for accomplishing the objects of its organization; may by its agents enter such places as may be designated by its directors, for the purpose of making surveys and determining the line whereon to construct its railroad; and may construct, equip, and maintain a railroad, with one or more tracks, over the route specified in its charter, and transport persons or property thereon by any power.

§ 2. No land shall be taken without the consent of its owner, except within two years after the approval of the location of the route by the railroad commissioners. When the lands of any feme covert, infant, cestui que trust, or person non compos mentis, shall be necessary for the construction of a railroad, said land may be taken on giving notice to the husband of such feme covert, the trustee of such cestui que trust, the guardian, either natural or appointed, of such infant, and the conservator of such person non compos mentis, who may respectively give releases for all damages for lands so taken, as fully as if the same were holden in their own right.

§ 3. Sections 3658 to 3669, inclusive, and sections 3672 to 3679, inclusive, of the general statutes are hereby repealed.

§ 3670. **Company's powers.** Every railroad company may hold such real estate as may be convenient for accomplishing the objects of its organization; may by its agents enter such places as may be designated by its directors, for the purpose of making surveys and determining the line whereon to construct its railroad; and may construct, equip, and maintain a railroad, with one or more tracks, over the route specified in its charter or articles of association, and transport persons or property thereon by any power. 1871.
Rev. 1888, §3438

§ 3671. **Right to take land limited. Lands of infants and others.** No land shall be taken except as hereafter in this chapter provided, without the consent of its owner, except within two years after the approval of the location of the route by the railroad commissioners. When the lands of any *feme covert*, infant, *cestui que trust*, or person *non compos mentis*, shall be necessary for the construction of a railroad, said lands may be taken on giving notice to the husband of such *feme covert*, the trustee of such *cestui que trust*, the guardian, either natural or appointed, of such infant, and the conservator of such person *non compos mentis*, who may respectively give releases for all damages for lands so taken, as fully as if the same were holden in their own right. 1867, 1868.
Rev. 1888, §3439.

CHAPTER 213.

Location and Construction of Steam Railroads.

§ 3680. **Taking of land; commissioners' approval.** Every railroad company may lay out its road not exceeding six rods wide; and for the purpose of such layout and for cuttings, embankments, and procuring stone and gravel, and for necessary turnouts, may take as much real estate as may be necessary for the proper construction and security of the road: but no real estate without the limits of such road shall be so taken without the permission of the parties interested therein, unless 1849, 1868.
Rev. 1888, §3440.

§ 3680. The right of eminent domain may be exercised over property already taken for public use. 36 C. 198. When legislature authorizes a railroad company to take land, it in effect declares that land so taken is for a public use. 69 C. 437.

the railroad commissioners, on application of such company, and after notice to said parties, shall first prescribe the limits within which real estate shall be taken for such purposes, and no railroad shall lay out and finally locate its road without the written approval of the location by said commissioners. Any company may change the location of its road, or of any section or part thereof, either before or after such location has been approved by the commissioners, *provided* such change is made before the construction of such road or of such section or part thereof has been commenced, and is made with the written approval of said commissioners; and that all damages that may be occasioned to any person by the taking of any real estate for said purposes shall be paid for by such company as provided by law.

1898.
Rev. 1898, §3459.

§ 3681. Deposit by company before approval of lay-out. Every such company, before applying to the commissioners for their approval of the location of its road, shall deposit with the state treasurer a sum equal to eleven dollars for each mile of its proposed road in this state. And the comptroller shall include such company among the several railroad companies in his next annual apportionment of the office expenses and salaries of said commissioners, estimating the length of its main track or tracks as equal to the proposed length of its road; and said treasurer shall deduct from said deposit the amount so apportioned to such company, and return the remainder to the treasurer of such company.

1898, 1899.
Rev. 1898, §3461.

§ 3682. Location may be altered; certificate. Every company, after its line of road shall have been located, approved, and established, may so far alter such location as to change the radius of its curves, the width of its layout, the extent of depot grounds, its slopes and embankments, may straighten and improve its lines, and extend its lines of sight, when such changes are approved by the commissioners, and may take land for additional tracks, turnouts, and freight and passenger stations, and for the purpose of supplying water for the use of its engines and

§ 3681. Layout may be in sections, and proportionate payments made as sections are approved. 73 C. 511.

§ 3682. A highway may be taken for depot. 56 C. 314. Section 3747 does not give a right of appeal from a decision on a petition based on § 3682. 60 C. 164. Where authority of commissioners and authority of municipality conflict, commissioners prevail. 66 C. 222. No appeal is allowed from decision of commissioners under this section. 71 C. 281. Taking of land to change radius of curves, etc., approved. 72 C. 489.

stations. A certificate of such changes or taking, duly signed by the commissioners, shall be lodged for record in the town clerk's office in the town or towns in which such changes are made or land taken.

Change of location of canals or water courses. § 1.

1905, ch. 104.

Upon petition brought by any railroad company, the railroad commissioners may order the location of any canal or water course to be changed by said company for the purpose of enabling its railroad to be more advantageously constructed, maintained, or operated, reasonable notice of such application having first been given to the owner or owners of such canal or water course; and said company shall have power, for the purpose of carrying out any order of the railroad commissioners under this act, to take real estate in the manner provided in section 3687 of the general statutes.

§ 2. The decision of the railroad commissioners upon any petition brought under this act shall be communicated to the petitioner and to all persons to whom notice of the hearing on said petition was given, within twenty days after the final hearing thereon. Any owner of any canal whose location is changed by the order of the railroad commissioners shall have the same right of appeal from such order as is given by section 3747 of the general statutes concerning appeals from orders relating to stations.

§ 3. Whenever the location of a canal or water course shall be changed as provided herein, the flow of water therein shall not in anywise be interrupted, diminished, or impaired, and the cost of making such change, and of providing a new channel for said canal or water course, together with the cost of the walls, embankments, headgates, flumes, and other structures necessary to render such canal or water course as safe and efficient as before such change, shall be entirely borne by the railroad company which petitions for such change.

§ 4. The provisions of this act shall not apply to the canal of any corporation required by its charter to maintain its canals, or any of them, in a condition for navigation nor to the canal of any corporation chartered for the purpose of improving

the boat navigation of the Connecticut river or for the purpose of widening and deepening the channel of said river; but in such cases the provisions of this act shall apply when the written consent of any such corporation to the proposed change shall have first been obtained.

§ 5. This act shall take effect from its passage.

1893, ch. 364.

See § 3712.

§ 3683. May alter grades. Every company, after its line of road shall have been located, approved, and established, may alter its grades and raise any highway bridges that pass over its tracks to such height as may be approved by the commissioners; and may change the grade of the approaches to such bridges so as to conform to the change in the height of the bridges; but this section shall not authorize any company to raise its tracks so as to lessen the distance between an existing bridge and its tracks, without the approval of the commissioners. Damages accruing to any adjoining proprietor on account of any change of grade on the highways which are approaches to any such bridge, raised under the provisions of this section, shall be assessed and paid by such company in accordance with the provisions of §§ 3713, 3714, and 3716.

1893, ch. 262.

§ 3684. Land for additional tracks. Any company may so alter the location of its road as to add to the number of its main tracks, and for that purpose, with the approval of the commissioners, may take additional land in the manner now provided by law; but when an additional bridge over a navigable stream shall be required by an addition to the main tracks, the same shall be constructed in such manner, of such materials, and with draws of such width, as the commissioners shall authorize and direct, and such additional bridge shall be subject to the provisions of § 3732.

1894.
Rev. 1893, § 3462.

§ 3685. Land cut off from access to highway. When any company shall take land for railroad purposes, and the effect of such taking is to cut off other land from practical access to the highway, such company may, with the approval of the commissioners, take additional land sufficient for a convenient way from the land so cut off to the highway, and shall provide for the use of the owner of the land cut off as aforesaid a suitable way over such additional land to the highway. Such way

§ 3685. Cutting off land from all access to highway held a taking. 66 C. 224. Commissioners' approval settles necessity and extent of taking. 69 C. 437.

shall remain a private way for the use of the owner of the land cut off as aforesaid, and the city or town in which it is situated shall not be liable for its maintenance nor responsible for its defects. For the purposes of this section, lands may be acquired in the manner provided by law for the taking of land by railroad companies.

§ 3686. Layout through cemetery restricted. No company shall lay out or locate its road, or any part thereof, through any cemetery or any approach in common use from the highway thereto, and within one-quarter of a mile thereof, unless the railroad commissioners, when called upon to approve the proposed layout of such road, shall find that such cemetery, or the approach thereto, was located for the purpose of obstructing such layout, or unless said commissioners shall unanimously approve such layout or location. 1861.
Rev. 1893, §3463.

§ 3687. Land how taken; damages. When any company shall have the right to take real estate for railroad purposes, and cannot obtain it by agreement with the parties interested therein, it may apply to any judge of the superior court for the appointment of appraisers to estimate all damages that may arise to any person from the taking and occupation of such real estate for railroad purposes, and after reasonable notice of said application shall have been given to all parties in interest, such judge shall appoint three appraisers, who shall be sworn, and give reasonable notice to said parties in regard to the time and place of making such estimate, and shall view the premises and estimate such damages, but shall not include in 1849, 1863, 1871,
1874.
Rev. 1893, §3464.

§ 3687. The appraisal does not establish a collectible or taxable debt until the sixty days have expired. 41 C. 210. The appraisal should include all damage that may arise from the taking or occupation. 66 C. 225. Quantity of land taken should be determined before assessment of damages, but not necessarily before appointment of appraisers. 13 C. 117; 13 C. 406. Grant of power of eminent domain to private corporations to be construed strictly; incidental injuries to property, which do not constitute a taking, may be basis for damages. 21 C. 294. Company does not acquire such an interest in land as to prevent adjoining owner from crossing. 23 C. 110. Location of steam railroad on highway an imposition of new servitude. 26 C. 259. Right of mortgagee in damages awarded is not recognized by the statute which regulates the proceedings. 52 C. 283. Damage for taking not to include incidental injury caused by railroad to other disconnected land of same owner. 61 C. 451. Inability of parties to agree is a question of fact for court to determine before appraisers are appointed. 69 C. 424. Landowner cannot raise question of constitutionality of act apportioning payment of damages between company and city. 72 C. 481.

such estimate the expense of erecting and maintaining fences along the line of such railroad. Such appraisers shall return an appraisal of such damages in writing, under their hands, to the clerk of the superior court in the county where the estate lies, who shall record it; and when so returned and recorded, such appraisal shall have the effect of a judgment, and execution may issue at the end of sixty days from the time of such return, in favor of the persons respectively to whom damages may be appraised; and such appraisers shall be paid by such company for the time actually spent in making such appraisal and return. No railroad shall be worked upon, or opened across, any real estate, until the damages appraised to any person interested therein shall have been paid or secured to his satisfaction, or deposited for his use with the treasurer of the county.

1899, ch. 149.

§ 3688. Land within location. Any company, owning a railroad which has been constructed and is being operated over land to which it has not acquired title, may take such land within the limits of its location, at any time within two years after the approval of such location by the commissioners, by proceedings under § 3687.

1899, ch. 170.

§ 3689. Land in highway or private way. Whenever such company shall have acquired the right to take any land used for a public highway or a private way, it shall, before taking possession of the same, apply to a judge of the superior court, as provided in § 3687, for the appointment of appraisers to ascertain all damages that may arise to any person in consequence of such taking. The appraisers so appointed shall be sworn, and shall give notice of the time and place of their meeting by posting on the signpost of the town where the highway or private way is situated, and also by advertising once a week for four consecutive weeks in a newspaper published in said town, or if no newspaper is published in said town, then in a newspaper published in the county. They shall also give reasonable notice, in writing, to the persons owning the land occupied by the highway or private way. At the meeting of the appraisers, any person claiming that he will be damaged by the taking and occupation of such highway or private way shall be heard, whether he is the owner of the land or not; and the appraisers shall award such damages as may seem to them just and reasonable. Further proceedings in connection with the condemnation of such land shall be as prescribed by § 3687.

§ 3690. Abandonment of road; damages. When any land shall have been taken for railroad purposes and the damages shall have been appraised, and such road, or any part thereof, shall have been abandoned or discontinued before the same has been opened and worked, no execution shall issue, nor shall an action for the recovery of such damages be brought against the company which took such land, by any of the owners of land over which such road or part of a road shall have been laid out and discontinued as aforesaid; but any such owner may recover of such company the actual damage which he may have suffered in consequence of such taking, or for any unreasonable delay in opening and working such road. 1868.
Rev. 1868, §3405.

§ 3691. Owner may require description of land. When any company shall take any property for the purpose of its railroad, the owner of such property may at any time within three years thereafter demand in writing of the treasurer of the company a written description of the property so taken, and such company shall within thirty days deliver to him such description; and if it fail to do so, all its rights to enter upon or use such property, except for making surveys, shall be suspended until it shall have delivered such description. 1849.
Rev. 1868, §3407.

§ 3692. Plan of road to be deposited with town clerk. Within ninety days after the railroad of any company shall have been laid out in any town and approved by the commissioners, such company shall deposit with the town clerk a correct plan, signed by its president, of so much of such railroad as lies in such town, drawn on a scale of at least five inches to the mile, upon which shall be accurately delineated the direction and length of each course and the width of the land taken. 1849.
Rev. 1868, §3408.

§ 3693. Statement filed with secretary of state. Every company shall, within six months after the final location of its road, file with the secretary of state a statement of such location, defining the courses and distances. 1849.
Rev. 1868, §3409.

§ 3694. Condemnation of corporate stock. In case any railroad company acting under the authority of the laws of this state shall have acquired more than three-fourths of the capital stock of any steamboat, ferry, bridge, wharf, or railroad corporation, and cannot agree with the holders of outstanding stock for the purchase of the same, such railroad company may. 1866, ch. 232, §1.

upon a finding by a judge of the superior court that such purchase will be for the public interest, cause such outstanding stock to be appraised in accordance with the provisions of § 3687. When the amount of such appraisal shall have been paid or deposited as provided in said section, the stockholder or stockholders whose stock shall have been so appraised shall cease to have any interest therein, and on demand shall surrender all certificates for such stock, with duly executed powers of attorney for transfer thereon, to the corporation applying for such appraisal.

1896, ch. 282, §2.

§ 3695. Stockholder may begin proceedings. If any person holding a minority of the shares of stock in any corporation referred to in § 3694 cannot agree with the railroad company owning three-fourths of such stock for the purchase of his shares, he may cause the same to be appraised in accordance with the provisions of § 3687. When such appraisal has been made and recorded in the office of the clerk of the superior court of any county where such railroad company operates a railroad, and the certificates for such stock, with duly executed powers of attorney for transfer thereon, have been deposited with such clerk for such railroad company, such appraisal shall have the effect of a judgment against such company and in favor of the holder of such stock, and at the end of sixty days, unless such judgment is paid, execution may be issued.

1870, §1
Rev. 1893, §3470.

§ 3696. Security from contractors for labor; liability of company. Every company, in making contracts for the building of its road, shall require sufficient security from the contractors for the payment for all labor thereafter to be performed in constructing the road by persons in their employ; and the company shall be liable to the laborers employed for labor actually performed on the road, if, within twenty days after the completion of such labor, they shall, in writing, notify its treasurer that they have not been paid by the contractors.

1893, ch. 193.

§ 3697. Company may operate by electricity. Any railroad company organized under the laws of this state may operate its railroad, or any part thereof, by electricity.

1893, 1893.
Rev. 1893, §3471.
1899, ch. 92.

§ 3698. Crossing of one railroad by another. Any company may, in the construction of its railroad, cross the rail-

§ 3698. Injury to steam railroad from electric road crossing at grade is *damnum absque injuria*. 65 C. 434.

road of any other company, or connect with the same. If it cannot agree with such other company as to such crossing or connection, the commissioners may determine the place and manner of such crossing or connection, after reasonable notice to the companies in interest to appear and be heard in relation to the matter, and may make such orders as to bridges, abutments, piers, tunnels, arches, excavations, retaining walls, embankments, and approaches as they shall judge necessary; but no railroad shall cross any other railroad at grade, except for the purpose of connecting therewith, when the avoidance of a grade crossing is practicable, and the commissioners shall be judges of the question of practicability.

§ 3699. Construction of branches. Any company in this state may build branches from its main line or from any of its leased lines; *provided*, that the construction of such branches is found by a judge of the superior court, upon due application, after such reasonable public notice as such judge may order, to be of public necessity and convenience. 1880, ch. 106, §1.

§ 3700. Charters amended. Section 3699, this section, and § 3701 shall be deemed to be an addition to, and amendment of, all charters of railroad companies, and shall repeal all limitations in any such charters as to the length of branches which such companies may build. 1880, ch. 106, §4.

§ 3701. Branches may be mortgaged. For the purpose of paying the cost of building any such branch, any railroad company may issue bonds secured by mortgage to the amount of one-half of said cost, to be verified in the manner provided in § 3804 for verifying the cost of a railroad for the purpose of issuing bonds. 1880, ch. 106, §3.

§ 3702. Contracts with connecting roads. Any company may make lawful contracts with any other company with whose railroad its tracks may connect or intersect, in relation to its business or property, and may take a lease of the property or franchises of, or lease its property or franchises to, any such company. 1871.
Rev. 1886, §3473.
1880, ch. 106, §2.

§ 3703. Leases to be approved by stockholders. No lease of any railroad shall be binding on either of the contract- 1878.
Rev. 1886, §3473.

§ 3708. Lessor is not usually exempt from liability for negligence of lessee in operating railroad. 65 C. 230.

ing parties for a period of more than twelve months, unless approved by the stockholders of the companies that are parties to the lease, by a vote of two-thirds of the stock represented at a meeting of the stockholders called for that purpose. At least one month's notice of such meeting shall be given by advertising twice a week for four weeks in a daily paper published in the state, and also by mailing a copy of the call and of the lease to each stockholder. Said notice and call shall state that at the meeting the lease will be submitted for the approval of the stockholders.

1887.
Rev. 1898, §§3447,
3475.

§ 3704. Record of conveyance or lease. All conveyances by any company or its assigns, of any interest in the location of its railroad, to be used or enjoyed for railroad purposes, may, and if in the nature of a lease for more than one year, shall be filed for record by the grantee or lessee in the office of the secretary of state. Certificates of the assignment, release, or foreclosure of any interest or lien in or upon the location of any railroad, acquired under any such conveyance as is specified in this section, or by virtue of the general laws of the state, may be filed for record in like manner and with like effect.

1840.
Rev. 1868, §3476.

§ 3705. Crossing highways or watercourses. When it shall be necessary for the construction of a railroad to intersect or cross any watercourse not navigable, or any public highway, the company may construct such railroad across or upon the same if the commissioners shall judge it necessary, and authorize it by their order. Such company shall restore such watercourse or highway to its former state, or in a manner not to impair its usefulness. In case any highway is so located that such railroad cannot be judiciously constructed across or upon the same without interfering therewith, such company may, with the consent of the commissioners, cause such high-

§ 3706. Excavations or embankments made by railroad company, affecting value of adjoining property, are a ground for damage. 21 C. 309; 22 C. 87. The location of the substituted highway by commissioners is not subject to review. 27 C. 146. If company fails to restore highway it must indemnify town if town becomes liable for defect. 27 C. 158. Company liable for injury arising from culvert which it left uncovered in street. 29 C. 434. Where proper change of highway is once made, company is not bound to make further change by reason of increased travel. 45 C. 831. Where company built bridge, and injury resulted because borough raised highway beneath, company was not liable. 54 C. 591. Where municipal rights under charters and railroad rights under general statutes in streets conflict, railroad rights prevail. 66 C. 228.

way to be changed or altered, so that such railroad may be constructed on the best site. Such company shall put such highway in as good situation and repair as it was in previous to such alteration, under the direction of the commissioners, whose determination thereon shall be final.

§ 3706. Appeals. When any such company shall be authorized by an order of the commissioners to cross any pond, stream, or watercourse not navigable, an appeal shall be allowed to any interested person aggrieved by such order, to any judge of the superior court, within twenty days after the owners of the land adjoining such stream at the point of such crossing shall have had actual notice of said order. Said appeal shall be by a written petition for a hearing in regard to the order, with a citation attached thereto, returnable within twelve days after its date and served upon such company at least five days before the return day. For the purpose of disposing of said appeal, said judge shall have all the powers of the superior court, and may proceed, by himself or by committee, to a hearing, and may either confirm said order or make such different order concerning such crossing or intersection as he may deem just and proper, and may award costs as in civil actions. Said appeal shall be a *supersedeas*, so far as such crossing is concerned, until judgment shall be rendered thereon by said judge.

1899.
Rev. 1898, §9477.

§ 3707. Land may be taken for change of highway. When any highway or street shall be altered by any railroad company with the consent of the commissioners, and it shall be necessary to take any land for a highway to which such company has not obtained title, and over which neither such company nor the town in which such alteration shall be made has any right of way, and such company is unable to agree with the owner thereof in regard to the amount of damages to be paid therefor, the same proceedings shall be had for the purpose of procuring the required right of way as are provided by law in regard to taking land for railroad purposes.

1871.
Rev. 1898, §9479.

§ 3708. Construction of railroad over highway at grade restricted. Every company which may locate and construct a railroad across any highway shall construct it so as to

1849, 1853.
Rev. 1898, §9480.

§ 3708. Change in highway wholly to save expense to company unauthorized. 25 C. 402. Term bridge, as used in city charter, held to exclude approaches and embankments. 39 C. 128. Company not liable for accident caused by borough's raising highway after completion of overhead bridge. 54

cross over or under the same; and may, under the direction of the commissioners, raise or lower the same at such crossing, or change the location thereof; and shall make and maintain such bridges, abutments, tunnels, arches, excavations, embankments, and approaches, as the commissioners shall order, and the convenience and safety of the public travel upon such highway may require; but the commissioners may, upon due notice to such company and to the selectmen of the town or mayor of the city in which such crossing is situated, direct such company to construct its railroad at such crossing upon a level with the highway; but no such direction shall be given in any case except for special reasons which shall be recorded in the records of the commissioners.

1895, ch. 2.

§ 3709. Street railway crossings. No steam railroad shall hereafter be constructed across the tracks of any electric, cable, or horse railway at grade.

1862.
Rev. 1868, §3481.

§ 3710. Construction of new highway crossing railroad. Expense. When a new highway shall hereafter be constructed across a railroad, such highway shall pass over or under the railroad, as the commissioners shall direct. The company operating such railroad shall construct such crossing to the approval of the commissioners, and may take land for the purposes of this section in the manner provided by law for the taking of land by railroad companies. One-half the expense of such crossing shall be borne by the company constructing the same, and one-half thereof shall be paid to said company by the town, city, or borough which constructs such highway.

1897.
Rev. 1898, §3488.
1897, ch. 70.

§ 3711. Commissioners to direct as to bridge over railroad. When a highway is laid out, or ordered to be laid out, across a railroad, and the railroad commissioners shall direct such highway to be carried over the railroad, they shall determine the length, width, and material of the bridge over the

C. 591. This section construed with § 7 of the act of 1889. 62 C. 496. This section controls where city charter conflicts with it. 66 C. 222. City has no appeal from order of commissioners fixing bridge supports at curve. 57 C. 85.

§ 3710. It is not a taking of property to compel a company to pay half the expense of a bridge to protect the public. 60 C. 6. Where highway crossing railroad at grade was commenced before this section was enacted, the act prevented its completion. 55 C. 69; 70 C. 390. Commissioners may decide whether highway is to go over or under railroad, before acceptance of report of committee to lay out highway. 59 C. 210. Layout of street across railroad, without notice or compensation, may be set up in defense when city seeks injunction against obstruction of street. 72 C. 225.

railroad before the damages that may be occasioned to any person by the taking of land for such highway are finally assessed; and said commissioners may require such bridge to extend beyond the railroad crossed by it. No structure shall hereafter be constructed or reconstructed over and across any railroad until the commissioners shall have determined the length, width, material, and plan of such structure and its height above the roadbed of such railroad, and the necessity for such construction or reconstruction.

§ 3712. Covered bridges. In all covered bridges constructed on the line of any railroad, the distance between the top surface of the rail laid in the track on the bridge and the under side of the cross-beams overhead shall be at least eighteen feet.

1869.
Rev. 1868, §2600.
See §3018.

§ 3713. Removal of grade crossings. The selectmen of any town, the mayor and common council of any city, the warden and burgesses of any borough, within which a highway crosses or is crossed by a railroad, or the directors of any railroad company whose road crosses or is crossed by a highway, may bring their petition in writing to the railroad commissioners, alleging that public safety requires an alteration in such crossing, its approaches, the method of crossing, the location of the highway or crossing, the closing of a highway crossing and the substitution of another therefor, not at grade, or the removal of obstructions to the sight at such crossing, and praying that the same may be ordered; whereupon the commissioners shall appoint a time and place for hearing the petition, and shall give such notice thereof as they judge reasonable to such petitioners, the company, the municipalities in which such crossing is situated, and the owners of the land adjoining such crossing and adjoining that part of the highway to be changed in grade; and after such notice and hearing, the commissioners shall determine what alterations, changes, or removals, if any,

1876, 1877.
Rev. 1868, §3469.
1889, ch. 230, §1.

§ 3713. This section is a police regulation, and is constitutional. 57 C. 95; 58 C. 532. Entire expense may be imposed on company if facts warrant. 57 C. 167. The commissioners have sole original jurisdiction to determine whether public safety requires a change in a grade crossing. 59 C. 402. Provision for abolishing one grade crossing a year for every sixty miles of road is a police regulation binding corporation; it operates as an amendment to its charters without its consent. 62 C. 527. Damages resulting from closing street are a part of expense mentioned in this section. 66 C. 226. In removing grade crossing, commissioners may authorize location of abutment in highway. 70 C. 305.

shall be made and by whom made. If such petition is brought by the directors of a railroad company, or in behalf of any such company, the commissioners shall order the expense of such alterations or removals, including the damages to any person whose land is taken, and the special damages which the owner of any land adjoining the public highway shall sustain by reason of any such change in the grade of such highway, to be paid by the company owning or operating the railroad in whose behalf the petition is brought; and in case such petition is brought by the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, they may, if the highway affected by said determination was in existence when the railroad was constructed over it at grade, or if the layout of the highway was changed for the benefit of the railroad after the layout of the railroad, order an amount not exceeding one-quarter of the whole expense of such alteration, change, or removal, including the damages, as aforesaid, to be paid by the town, city, or borough in whose behalf the petition is brought, and the remainder of the expense shall be paid by the company owning or operating the road which crosses such public highway; if, however, the highway affected by such last-mentioned order has been constructed since the railroad which it crosses at grade, the commissioners may order an amount not exceeding one-half of the whole expense of such alteration, change, or removal, including the damages, as aforesaid, to be paid by the town, city, or borough in whose behalf the application is brought, and the remainder of the expense shall be paid by the company owning or operating the road which crosses such public highway. The directors of every company which operates a railroad in this state shall remove or apply for the removal of at least one grade crossing each year for every sixty miles of road operated by it in this state, which crossings so to be removed shall be those which in the opinion of said directors are among the most dangerous upon the lines operated by it; and if the directors of any railroad company fail so to do, the commissioners shall, if in their opinion the financial condition of the company will warrant, order such crossing or crossings removed as in their opinion the said directors should have applied for the removal of under the above provisions, and the commissioners in so doing shall proceed in all respects as if the said directors had voluntarily applied therefor.

§ 3714. Commissioners may order removal of crossings. The railroad commissioners may, in the absence of any application therefor, when in their own opinion public safety requires an alteration in any highway crossed at grade by a railroad, or by railroads belonging to or operated by more than one company, after a hearing had upon such notice as they shall deem reasonable to the company or companies owning or operating such railroad or railroads, and to the selectmen of the town, mayor of the city, or warden of the borough, within which such highway is situated, and to the owners of the land adjoining such crossing, order such alterations in such highway as they shall deem best, and shall determine and direct by whom such alterations shall be made, at whose expense, and within what time; *provided*, that in all cases arising under this section, one-fourth of the expense, including damages and special damages as aforesaid, shall be paid by the state, and the remainder shall be assessed upon the railroad company or companies benefited by such order; *and provided*, that such alterations as are thus made at the primary instance of the railroad commissioners shall not be ordered so as to direct the construction of more than one bridge in any one year on any one railroad. Railroad companies may take land for the purpose of this section and § 3713 in the manner provided by law for the taking of land by railroad companies.

1884.
Rev. 1886, §3488.
1890, ch. 280, §42,
3.

§ 3715. Amount of land to be taken limited. No land shall be taken by any railroad company for the purpose mentioned in § 3714, except such as the commissioners shall find to be necessary for such purpose; but no such taking need be based upon any special finding that public necessity and convenience require such taking.

1883.
Rev. 1886, §3484

§ 3716. Highway crossed by more than one railroad. Whenever the railroad commissioners, upon an application brought under the provisions of § 3713, shall find that any highway crosses or is crossed by the tracks of more than one railroad, and the tracks of such railroads are so near together that public convenience requires the work of separating the grades

1889, ch. 280, §4.

§ 3714. Commissioners may order new highway, if rendered necessary by change in old. 59 C. 407. Commissioners may order two converging highways joined so as to make a single grade crossing. 53 C. 367. Removal of crossing held to be made pursuant to commissioners' order, though enforced by mandamus. 72 C. 276.

1876.
Rev. 1888, §3490.

to be done under and in compliance with one order, they shall give notice to all the companies operating such railroads to appear before them and be heard upon the application; and after such notice and hearing said commissioners shall determine what alterations shall be made, if any, so as to separate the grades of all of such crossings at the same time, and shall determine by whom such work shall be done, and they shall apportion the expense to be borne by the railroad companies between such companies in such manner as they, the said commissioners, shall deem proper.

1876, 1877.
Rev. 1888, §3491,
1889, ch. 217.

§ 3717. Assessment of damages. In case the party by whom such changes in the highway are to be made cannot agree with the owner of land or other property to be taken or removed under such decision of the commissioners, the damages shall be assessed in the same manner as is provided in case of land taken by railroad companies, and the expense of such assessment shall be paid in the same manner as the expense of the alterations.

§ 3718. Appeals. The decision of the commissioners relating to any matter upon which they may act under the authority of §§ 3713, 3714, 3716, and 3717 shall be communicated to the petitioners and to all persons to whom notice of the hearing on said petition was given, within twenty days after the final hearing; and any person aggrieved by such decision, who was a party to said proceeding, shall have the same right of appeal therefrom as is given by § 3747 concerning appeals from decisions relating to depots.

1889, ch. 290, §7.
1893, ch. 344.

§ 3719. Repair of structures over or under railroads. Notice of defect. Railroad companies shall keep in repair all structures over or under their tracks at any highway crossing, and the approaches to the crossings when the same are made with plank surface, and shall also keep in repair the surface of the highway, including the planking or other surface material of the highway upon such structure. The municipality where

§ 3717. 66 C. 222. This section gives town power to take land for change in highway. 57 C. 102.

§ 3718. The superior court on appeal has the same discretionary powers as the commissioners. 57 C. 172. Where it did not appear that proceeding was under special act making commissioners' decision final, appeal was held valid under this section. 70 C. 328.

§ 3719. Section 7 of the act of 1889 and § 3707 construed together. 62 C. 496. See case cited under § 3730.

such structures are located shall give written notice to an agent of the company responsible for such structures of any defect in the same.

§ 3720. Reimbursement of towns and cities. The amount assessed by any order of the railroad commissioners, or the superior court upon appeal therefrom, against any town or city in this state, where the application was brought by the directors of a railroad company after the first of May, 1885, for the removal of a grade crossing in a highway which was in existence before the construction of the railroad, shall be reimbursed by the state to such town or city. Such town or city shall present its claim to the comptroller, with proofs and certificates to his satisfaction from the commissioners; and the comptroller shall thereupon draw his order on the treasurer in favor of such town or city, for the amount which he shall find due on such claim. 1893, ch. 269.

§ 3721. Penalty for noncompliance. Every railroad company which shall fail to comply with any requirement of law or any order of the commissioners relating to the removal of any grade crossing or the care of any highway crossing shall forfeit, to the town in which such crossing is situated, one hundred dollars for each month of such noncompliance; and the commissioners shall give notice of all such forfeitures to such town, which shall collect the same. 1894.
Rev. 1898, §3436.

§ 3722. Change of highway near railroad. When a railroad has been laid out, located, or constructed so near a highway as, in the opinion of the selectmen of any town, the warden of any borough, or the mayor of any city, within which such highway is situated, to endanger public travel, such selectmen, warden, or mayor may bring their petition to the railroad commissioners, setting forth the facts; and the commissioners, after reasonable notice to the railroad company to appear and be heard in relation thereto, shall, if in their opinion public safety so requires and a change of the location of such highway is practicable, forthwith order said company to make such change, in such manner as the commissioners may determine. The expense of such change, including the cost of fencing such relocated highway, shall, if such railroad has not been constructed at the time of bringing such petition, be paid by the company, but if the railroad has been constructed at such time, 1894.
Rev. 1898, §3436,
3437.

then one-half of such expense shall be paid by the company and one-half by such town, city, or borough.

1896, ch. 276, §1.

§ 3723. Commissioners may change highway. Upon petition brought by any railroad company, the railroad commissioners may order the location of a highway to be changed, when they find that such location endangers public travel; and they may make orders for the relocation of such highway to the same extent as if such petition were brought under § 3722, by the authorities of a city, town, or borough; *provided*, that whenever a petition is brought under the provisions of this section, the entire expense of making the changes shall be paid by such company.

1896, ch. 276, §2.

§ 3724. Land may be taken for change. Whenever the commissioners shall order a change in the location of a highway under the provisions of §§ 3722 or 3723, and the parties ordered by the commissioners to do the work cannot obtain the necessary land by agreement, the company, or the town, city, or borough ordered to do the work, may take the land necessary for carrying out the orders of the commissioners in the same manner as lands are taken for railroad purposes under § 3687.

1896, ch. 185.

§ 3725. Statutes made part of charters of railroad companies. The provisions of §§ 3680, 3682, 3683, 3684, 3685, 3687, 3690, 3691, 3698, 3702, 3705, 3707, 3722, and 3726 shall be deemed a part of the charter of every company authorized to construct, own, or operate any steam railroad within this state, and all powers and privileges conferred and all duties and obligations imposed upon such companies by said sections are conferred or imposed upon such companies in the same manner and to the same extent as if the provisions of said sections were parts of the charters of such companies.

1876.
Rev. 1898, §3466.
1899, chs. 148,
262.
1898, ch. 263, §§1,
2, 3.

§ 3726. Easements and private crossings may be condemned. The owner of any private crossing at grade of the tracks of a railroad company, or of any right, title, interest, easement, or privilege in land used by a company for railroad purposes, or any such company whose land is incumbered by any such private rights, may bring a written petition to the railroad commissioners for the condemnation of such rights,

§ 3726. Suit by company, for injunction against removal of fence closing farm crossing, a sufficient suit under this section. 60 C. 200.

alleging that public safety requires the elimination of such incumbrance. The commissioners shall thereupon appoint a time and place for hearing the petition, and shall give such notice thereof as they shall judge reasonable to the owner of such rights, to the company, and to the owners of land adjoining the highway to be laid out as a substitute for such private crossing, as hereinafter provided, if any such highway is to be laid out. Upon the hearing of said petition, if public safety so requires, the commissioners shall authorize the company to condemn such private rights, and thereupon the company may proceed to condemn the same in the manner provided by law for the taking of lands by such companies. Upon the hearing of said petition, if the commissioners shall be of opinion that public convenience and necessity require a highway on account of the elimination of such private rights in the land of the railroad company, they may lay out a highway sufficient to satisfy public convenience; but such highway shall not be laid out if the land of a private owner, with which the incumbrance is associated, is already connected with a public highway. If the commissioners shall order a new highway, as hereinbefore set forth, they shall assess the expense of making the same, including the damages to any person whose land is taken, proportionally, upon the person and parties especially benefited thereby, but at least one-half of such expense shall be paid by the company. The commissioners may order the elimination of any private crossing at grade, as aforesaid, by the substitution of an overhead or underneath crossing, in which case the expense of making such change, including land damages, shall be paid by the company. Any person aggrieved by any order or judgment of the commissioners under this section may appeal from such order or judgment to the superior court for the county in which the land lies, in accordance with the provisions for appeals in § 3747.

§ 3727. Highway crossing discontinued. When the use of a highway crossing over a railroad has been abandoned for fifteen years, such crossing shall be deemed discontinued. 1897, ch. 207, §1.

§ 3728. When crossing must be restored. When a private crossing has been removed by a railroad company without the consent of the owner or owners, the company from whose tracks such crossing has been removed shall restore the same in good order upon the written request of the owner or owners, 1897, ch. 207, §2.

and for failure so to do such company shall forfeit five dollars per day to the person or persons owning or having a right to use such crossing, such forfeiture to begin thirty days from the date of such notice.

1864.
Rev. 1886, §3498.

§ 3729. Repairs and maintenance of changed highway. When the commissioners, in accepting the layout of any railroad company, have in such acceptance provided that portions of such railroad shall not be constructed until certain highways have been relocated or changed by such company, and the obligation of repairing or maintaining the whole or any part of such highways is imposed upon any person or corporation other than the town, city, or borough within which such highway may be located, such provision shall be binding upon the company, and it shall be its duty to maintain and repair said highway so relocated or changed, in the same manner and to the same extent that such other person or corporation was bound to repair and maintain the same before such relocation or change. For the purposes of this section, land may be acquired in the manner provided by law for the taking of land by railroad companies. Any such company may use the material and abutments of any existing bridge in the old highway, in the construction of a bridge in the substituted highway, and shall provide suitable temporary accommodations for public travel over the old highway until the new highway is completed, and shall be solely responsible for injuries resulting from its negligence in the matter of such temporary accommodations. The selectmen of any such town may discontinue such parts of the old highway as in their judgment are not of public convenience and necessity.

1864.
Rev. 1886, §3499.

§ 3730. Guards for rails at crossings. When any railroad is crossed by a highway at the same level, the company operating such railroad shall, at its own expense, so guard its rails by plank or otherwise as to secure a safe and easy passage across its road. If the selectmen of any town, the mayor of any city, or the warden of any borough shall represent in writing to the railroad commissioners that a company has failed to comply with the requirements of this section in regard to any highway

§ 3729. When the jurisdictions of railroad commissioners and municipal authorities conflict, the commissioners prevail. 66 C. 222.

§ 3730. City has no power to repair crossing neglected by railroad; remedy is through commissioners. 70 C. 397.

within such town, city, or borough, said commissioners shall examine such crossing and make such order as they may deem necessary to carry out the provisions of this section.

§ 3731. Bridge guards. Penalty. Every railroad company shall, if required by the commissioners, erect and thereafter maintain suitable bridge guards at every bridge over its railroad when the overhead structure is less than eighteen feet in height above the track. Such bridge guards shall be approved by the commissioners, and be erected and adjusted to their satisfaction. Every company refusing or neglecting to comply with the provisions of this section shall forfeit fifty dollars to the state for each month of continuance in such refusal or neglect.

1878.
Rev. 1888, § 3501,
3502.

§ 3732. Footways on railroad bridges. When in the opinion of the selectmen of any town, or of the common council of any city, a footway upon the line of any railroad bridge or causeway within the limits of such town or city would be of public convenience, and the railroad company owning such bridge or causeway shall not consent thereto, such selectmen or common council may call out the railroad commissioners, who, after due notice to such company, shall inquire into the facts, at the expense of such town or city. If the commissioners shall find that a footway along such bridge or causeway would be of public convenience, they shall authorize such town or city to construct or maintain the same at their own expense, and to attach the same for support to such bridge or causeway. Such footway shall be constructed entirely outside of the bridge or causeway to which it is attached, and so constructed, maintained, and used as not to interfere with the necessary and proper use of such bridge or causeway.

1866.
Rev. 1888, § 3503.

§ 3733. Cattle guards. Every railroad company shall construct suitable cattle guards and fences at all railroad crossings of passways or highways, to prevent cattle from passing upon its railroad, except when the railroad commissioners deem it unnecessary.

1850, 1874.
Rev. 1888, § 3504.

§ 3733. This section operates as an amendment to all railroad company charters. 27 C. 479.

1881.
Rev. 1898, §3506.

§ 3734. Fences. Every company shall erect and maintain fences on the sides of the railroads operated by it, at such places as the commissioners shall direct; and every company operating any railroad constructed under any act of incorporation passed since the first Wednesday of May, 1850, or hereafter constructed, shall erect and maintain sufficient fences on the sides of such railroad, except at such place or places as the commissioners shall judge them unnecessary. Such fences shall be erected by all companies hereafter organized, within twelve months after they take possession of the lands through which their layout extends.

1881.
Rev. 1898, §3506.
1898, ch. 310.

§ 3735. Order for fencing. Said commissioners shall make special investigation as to the condition of the fences on the line of any railroad, when so requested in writing, and if they deem it necessary, shall issue their order directing the company operating such railroad to erect or repair such fences. Said order shall specify the place or places, the manner in which and the time within which the fences are to be erected or repaired, and shall be served upon the company. Such service may be made by mailing a registered letter addressed to the secretary of the company.

1881.
Rev. 1898, §3507.

§ 3736. Penalty. If any railroad company shall neglect to comply with any such order it shall forfeit to the state one hundred dollars per month for each month of such neglect. The commissioners shall give notice of all such forfeitures to the state treasurer, who shall collect the same. Any person who, without neglect on his part, shall suffer damage by reason of the neglect of any company to erect or maintain fences as required by law, may recover such damage from such company.

§ 3734. Where act authorizing commissioners' order to fence was repealed, order became void and was not revived by reenactment of same statute. 49 C. 139. When fences were to be erected where ordered by commissioners, company was not obliged to fence until order was made. 50 C. 128. Where there were repeated grants of power, and company acted under last, it was held subject to obligation to fence, which did not apply to companies incorporated under earlier grants. 51 C. 403. Unless required by special statute, company is not bound to maintain such fences as will keep boys off the track. 53 C. 473. Company not required to maintain fence between its tracks and those of another company. 57 C. 442.

§ 3736. This section should receive a reasonable rather than a literal construction. 57 C. 444.

§ 3737. When adjoining owner neglects duty to fence. When it shall be the duty of the owner of land adjoining any railroad to erect or maintain a fence between such land and such railroad, and such owner shall have neglected to erect or maintain the same, and it shall have been erected or maintained by the railroad company in conformity to the order of the commissioners, such company may collect the cost of erecting and maintaining such fence from such owner. Such cost shall be a lien in favor of such company on such land, and shall take precedence of every other lien or incumbrance on said land, and may be foreclosed in the same manner as a mortgage lien; but shall not continue in force unless such company shall, within sixty days after the completion of such fence, lodge a certificate with the town clerk of the town in which said land is situated, describing said land and specifying the amount claimed as a lien thereon, and the dates of the commencement and completion of such fence, which certificate shall be recorded by said clerk on the land records of said town. [1881, 7.
Rev. 1888, §3508.

§ 3738. Fences affected by contract. When by contract neither the owner of such land nor the railroad company can oblige the other to erect or maintain the fence, or such owner or his grantor has agreed not to require the railroad company to erect or maintain such fence, and such fence shall have been so erected or maintained by the company by order of the commissioners as aforesaid, such company may collect from such owner one-half of the cost of erecting and maintaining such fence, which amount shall be a lien on such land as provided in § 3737. 1881.
Rev. 1888, §3509.

§ 3739. Roads operated by trustees. When any railroad shall be operated by a trustee or receiver, the duties and liabilities imposed and the rights conferred by §§ 3734, 3735, 3736, 3737, and 3738 upon companies are hereby imposed and conferred upon such trustee or receiver. Each order of the commissioners upon such trustee or receiver shall be served by some indifferent person, by leaving a true and attested copy of such order with or at the usual place of abode of such trustee or receiver, within six days of the date thereof. 1881.
Rev. 1888, §3510.

Street railways not running on public streets or highways to be fenced. The provisions of §§ 3733, 3735, 3736, 3737, 3738, and 3739 of the general statutes shall hereafter 1908, ch. 79.

apply to street railways, except when such street railways are located in public streets or highways.

1897.
Rev. 1898, §351.

§ 3740. Complaint by state's attorney for neglect of highway. When any railroad company shall neglect to construct any highway or bridge which it is its duty to construct, or to keep in repair any bridge, embankment, filling, or abutment which it is its duty to maintain, the state's attorney in any county in which the whole or any part of said highway, bridge, embankment, filling, or abutment is situated shall make complaint thereof to the superior court for such county, and further proceedings shall thereupon be taken against such company, similar to those required against a town neglecting to construct a road laid out by the superior court, or to keep in repair a road within its limits, which it is its duty to construct or keep in repair.

1897.
Rev. 1898, §3512.

§ 3741. Property needed for changing roads or bridges. When the commissioners shall recommend to any railroad company that changes ought to be made in the roadway or in any bridge of such company, in order to make the same safer and more permanent, and, to carry out such recommendation, it shall be necessary for such company to acquire any property or any interest therein, such company may take such property or interest in the same manner as is provided for taking land in § 3687.

CHAPTER 214.

Railroad Depots.

1898.
Rev. 1898, §3513.

§ 3742. Stops near villages. When the business center of any village containing two hundred inhabitants is more than one and one-half miles from the nearest station on a railroad, and not more than one-third of a mile from said road, the railroad commissioners, upon the petition of twenty of said inhabitants, after due inquiry, may make such orders in regard to the stoppage of any of the trains upon such railroad, at or near such village, for the purpose of receiving and discharging passengers or freight, as they shall deem just and reasonable; and no railroad company, whose trains may be thus required to stop, shall charge more than five cents for each mile or frac-

tion of a mile for transporting passengers between such stopping place and the next station.

§ 3743. Petition for station on unfinished road. When twenty electors shall present their petition to the railroad commissioners, alleging that the company owning any unfinished railroad ought to establish a station at or near a place named, and that the petitioners have reason to believe that said company does not intend so to do, the commissioners, after due notice to said company, shall hear said petition; and if on such hearing the commissioners find that said petition should be granted, they shall in writing designate the place for a station, within the limits stated in said petition, and said company shall establish and maintain a suitable station at such place. Either said petitioners or said company may appeal from any decision of the commissioners on said petition, to a judge of the superior court, who may affirm, reverse, or modify such decision and tax costs as he may deem best.

1866.
Rev. 1868, §2514.

§ 3744. Abandonment of station regulated. No company shall abandon any station on its railroad, after the same has been established for one year, except with the approval of the railroad commissioners, given after a public hearing held at such station, notice of which shall be posted conspicuously in such station for one month previous to the hearing.

1866.
Rev. 1868, §25 a.

§ 3745. Change of station when line is moved. Whenever the directors of any company shall change the location of the track of any railroad owned or leased by such company, for the purpose of improving the line of the railroad, and shall desire to abandon the former line, and there shall be a railroad station upon the line which it is proposed to abandon, such directors may apply in writing to the railroad commissioners for authority to abandon the use of such station, after a new station has been provided at some convenient point upon the new line of such railroad. Whenever such application is made, the commissioners shall fix a time and place for a hearing, and shall give notice of the same by causing to be posted at least thirty days before the time of such hearing, in the rail-

1866, ch. 190.

§ 3744. Place where trains stopped for passengers and mail, but where no tickets were sold, held to be a station. 37 C. 153. Commissioners' order for discontinuing station held void because conditional. 41 C. 356. Order for discontinuing old station on erection of new valid. 42 C. 56. Statute requiring trains to stop at a given station upheld. 43 C. 351.

road station which it is proposed to abandon, a copy of such application and order of notice; and may upon such hearing fix the location of a new station upon the new line, and when such new station has been constructed and opened for the use of the public, such company may abandon the old station.

1893, ch. 165.

§ 3746. Restoration of station. Whenever any freight or passenger station on any railroad shall be destroyed or rendered unfit for use, the company owning such station shall rebuild or repair the same within a reasonable time. If such company shall neglect so to do, the commissioners shall make such order regarding such rebuilding or repairing as they deem just and proper, and said order may be enforced by mandamus brought in the name of the state.

1874.
Rev. 1898, § 3518.
1899, ch. 313.

§ 3747. Appeals from orders relating to stations. Any person aggrieved by any order of the railroad commissioners, upon any proceeding relative to the location, abandonment, or changing of stations to which he was or ought to have been made a party, may appeal from such order to the superior court of the county in which the cause of appeal shall arise, within thirty days after the publication of such order, by a petition in writing, with a proper citation signed by competent authority to all parties to said proceedings having an interest adverse to him, to be served upon them at least twelve days before the return day. Said court may hear said appeal and re-examine the question of the propriety and expediency of the order appealed from, either by itself or a committee, and shall proceed thereon in the same manner as upon complaints for equitable relief; and in case said order is not affirmed, may make any other order in the premises that it may deem proper and which might have been made by the railroad commissioners, and may award costs at its discretion. Such appeal shall be a *supersedeas* of the order appealed from until the final action of the court thereon, and said final order may be enforced by said court by attachment, mandamus, or otherwise, as it shall deem proper.

1895.
Rev. 1898, §§ 3519,
3520, 3521, 3522.

§ 3748. Petition for order to stop trains. When any railroad company shall refuse to stop any of its passenger trains at any station, ten freeholders of the town in which such station is situated may make their application in writing to the superior court, and if said court is not in session, to any judge thereof, praying that such company may be ordered to stop the train or

trains mentioned in said application at said station, to which application a citation shall be annexed, and the same shall be served upon such company at least six days before the return day named therein. Said court or judge shall thereupon appoint a committee of three disinterested persons, who, after being duly sworn and after such notice to the parties as said court or judge may direct, shall hear said application and report their decision to said court; either party may object to the acceptance of such report, and the court may for proper cause set it aside and order a rehearing. When any such report has been accepted, the court may, if the committee's decision is in favor of the applicants, order said company to stop the train or trains as prayed for, or may make any other order which it may deem just and proper, and may tax the costs of said proceedings against either or both of said parties. Said order may be enforced by mandamus.

CHAPTER 215.

Obligations of and to Steam Railroad Companies.

§ 3749. Sunday trains restricted. No railroad company shall run any train on any road operated by it within this state, between sunrise and sunset on Sunday, except from necessity or mercy; *provided*, that it may run trains carrying the United States mail, and such other trains or classes of trains as may be authorized by the railroad commissioners, on application made to them on the ground that the same are required by public necessity or for the preservation of freight.

1887.
Rev. 1888, §3632.
1899, ch. 48.

§ 3750. Freight not to be handled on Sunday; exceptions. No such company shall permit the handling, loading, or unloading of freight on any road operated by it, or at any of its stations within this state, between sunrise and sunset on Sunday, except from necessity or mercy; *provided*, that the commissioners may suspend the operation of this section, so as to permit the handling, loading, or unloading of freight by transfer of said freight between steamboats and cars, until eight o'clock in the forenoon, at any depot or station where, upon application made to them, they shall find that the same is required by public necessity or for the preservation of freight.

1887.
Rev. 1888, §3634.
1899, ch. 23.

^{1897.}
Rev. 1893, §3525. **§ 3751. Penalty.** Every such company which shall violate any provision of §§ 3749 or 3750 shall forfeit to the state the sum of two hundred and fifty dollars for each violation.

^{1897.}
Rev. 1893, §3526.
1896, ch. 123. **§ 3752. Fares on Sunday trains; forfeiture.** No such company shall transport passengers on Sunday, upon any train deemed necessary according to the intent of § 3749, for less than the regular fare collected on week days, *provided* that commutation, season, and mileage tickets may be used on Sunday. No such company shall issue or accept for any travel on said day excursion or other special bargain tickets. Every company which shall violate any provision of this section shall forfeit to the state fifty dollars for each violation.

^{1897.}
Rev. 1893, §3527. **§ 3753. Effect of preceding sections.** The provisions of §§ 3749, 3750, 3751, and 3752 shall not affect statutes which prohibit secular work or recreation on Sunday, except in so far as said provisions may be found in their operation to be inconsistent with said statutes.

^{1893.}
Rev. 1893, §3528. **§ 3754. Standard time; forfeiture.** Every such company in its public advertisements and time tables, shall make use of the standard time of this state for all stations within the state. Every company which violates this section shall forfeit to the state twenty-five dollars.

^{1893.}
Rev. 1893, §3531. **§ 3755. Approach to station; forfeiture.** Every such company shall maintain a convenient and safe approach for carriages to each of its passenger stations from the highway, and for a reasonable time before and after the arrival of every passenger train stopping at such station shall keep such approach free from obstruction. The commissioners may make such orders as they deem necessary and reasonable in each such case to which their attention is called. Every company violating such an order shall forfeit to the state one hundred dollars for each day of such violation.

^{1893, 1894.}
Rev. 1893, §3530. **§ 3756. Companies to afford mutual facilities.** Every such company shall run its passenger trains at such times and in such manner as to afford reasonable facilities for receiving passengers from and delivering them to other connecting railroads in this state.

^{1894.}
Rev. 1893, §3530.
1899, ch. 181. **§ 3757. Commissioners may regulate connections.** Any person, claiming to be aggrieved by the neglect of any such

company or companies to comply with the provisions of § 3756, may, with the written approval of the selectmen of any town through which the railroad of any such company passes, bring his written petition to the commissioners, alleging such neglect. Said commissioners shall thereupon appoint a time and place for hearing the same and give reasonable notice thereof to said petitioner and to such company or companies, and after such hearing the commissioners shall make such order relating to such connection as they shall find to be practicable and reasonable, and shall communicate their decision to the petitioner and to such company or companies within twenty days after the final hearing. Every such company failing to comply with such order within ten days after receiving notice of such decision shall forfeit fifty dollars to the state for each day of such non-compliance after the expiration of said ten days.

§ 3758. Roads intersecting trunk line to have equal facilities. When the trunk line of any company shall, at or near the same place, connect with or be intersected by two or more other railroads, which are competing lines for the business to or from such trunk line, the company operating such trunk line shall afford equal facilities, including price and rates, to each of such competing roads, in the interchange of cars, the transportation of freight, the furnishing of tickets to passengers, and the checking of baggage.

1859.
Rev. 1888, §3582.

§ 3759. Aggrieved company may apply to commissioners. If any such competing company shall at any time deem itself aggrieved in reference to such facilities, it may complain to the commissioners, who, after due notice and hearing, shall prescribe such regulations as, in their judgment, will secure reasonable facilities for the accommodation of the business of each of said connecting railroads, and fix the terms on which such facilities shall be afforded by or to each of such companies; and the superior court may compel the observance thereof, by attachment, mandamus, or otherwise, and the expenses of the proceedings shall be paid by the parties, as the court shall determine.

1859.
Rev. 1888, §3583.

§ 3760. Order by commissioners as to connections. When it shall appear to the commissioners, by the written complaint of any railroad company, or a majority of the selectmen of any town through which any railroad passes, that the business

1856, 1859.
Rev. 1888, §3584.

connections of any connecting railroad are not convenient and reasonable for the accommodation of the inhabitants on the line of such road, the commissioners shall forthwith cause a notice to be given to all parties interested, specifying the time and place of hearing such complaint; and if, on such hearing, good and sufficient cause shall be found to exist, they shall make such regulations concerning such accommodation as they shall deem proper. Every company neglecting to comply with such regulations shall forfeit to the state twenty-five dollars for each day of such neglect.

1874.
Rev. 1893, §§ 3535,
3536.

§ 3761. Facilities for connecting roads; forfeiture.

Every company operating a railroad wholly or in part in this state, which connects with any other railroad in this state, shall receive, and with reasonable dispatch draw over its road, the passengers, merchandise, and cars of the company operating such connecting railroad, and shall not in any manner discriminate as to time and price for such hauling against such connecting railroad, in favor of other shippers at said point of connection. If any such company shall fail to comply with the foregoing requirements, complaint thereof may be made by the company operating such connecting railroad to the commissioners, who, after reasonable notice to the company complained of, shall, if upon hearing they find the complaint true, order the company complained of to receive and forward, according to the requirements of this section, such passengers, merchandise, and cars as may be delivered to it from said connecting railroad. Every company refusing to conform to such order shall forfeit to the state twenty-five dollars.

1892.
Rev. 1893, § 3537.

§ 3762. Safety couplers on freight cars. Every company, operating a railroad located wholly or partly in this state, shall cause every freight car built or purchased for use on such railroad to be provided with couplers so arranged as to render unnecessary the presence of any person between the ends of the cars for the purpose of coupling the same.

1892.
Rev. 1893, § 3538.

§ 3763. Couplers to be approved by commissioners.

No couplers shall be placed on any such freight car, nor shall any couplers be substituted for any in use, until the same shall have been approved by the commissioners, and such couplers shall be hung at such height above the railroad track as shall be designated by the commissioners.

§ 3764. Penalty. Every railroad company which shall permit a violation of any provision of §§ 3762 or 3763 shall forfeit fifty dollars to the state for every such violation. 1888.
Rev. 1888, §3539.

§ 3765. Platforms; hand cars; water; checks; name on stations; placards on cars. Every such company shall provide its passenger, baggage, mail, and express cars with suitable platforms or connecting aprons or bridges, to secure the safety of persons passing from car to car, to the approval of the commissioners, except that freight or baggage cars need not be thus connected with the platform of passenger cars attached to freight trains; no company shall allow any hand car, or other car not moved by steam used upon its railroad, when removed from the railroad track, except when placed in a building prepared for it, to remain within fifty feet of any road or highway crossing said track. Every such company shall carry in each passenger car a sufficient quantity of good drinking water, with a clean tumbler or cup, for the free use of the passengers, or instead thereof shall carry through each passenger car, once an hour, a suitable quantity of good drinking water, with a clean glass tumbler, for the free use of the passengers; shall give each passenger, who shall be separated from his baggage by such company, a receipt or check for it at the time of separation; shall conspicuously post on each passenger depot the name of the station, and on each passenger car which leaves the terminus of any road operated by it, a legible card, not less than three feet in length, with large letters, distinguishing way from express trains, and designating the direction in which each train is next to move, unless such cards shall be dispensed with by the commissioners. 1848, 1864, 1866,
1867, 1872.
Rev. 1888, §3540.
1899, ch. 88.

§ 3766. Water-closets at stations. Every company operating a steam railroad shall maintain at each regular passenger depot such suitable water-closets as in the judgment of the commissioners the public convenience may require. The commissioners may make all necessary orders relating thereto and enforce the same by mandamus in the name of the state. 1888.
Rev. 1888, §3594.

§ 3767. Bulletin of late trains; penalty. The railroad commissioners, whenever requested by twenty legal voters residing within two miles of any station on a railroad in this state, or by the mayor of the city, the first selectman of the town, or the warden of the borough in which such station is located, shall 1893, ch. 106.

require the company owning such station to bulletin the arrival and departure of all trains over ten minutes late, together with a statement of the cause of the delay of such trains. No such order shall be rescinded except after hearing by the commissioners held at or near such station, after reasonable notice by mail to the signers of such request. Any company failing to comply with such order shall be subject to the penalties prescribed in § 3888.

1867.
Rev. 1868, §3541.

§ 3768. Payment of fare not to be evaded. No person shall fraudulently evade or attempt to evade the payment of any fare lawfully established by a railroad company. No person who does not, upon demand, pay such fare, shall be entitled to be transported over any railroad; but conductors or employees of railroad companies shall not put a passenger off a train between stations.

1865.
Rev. 1868, §3542.
1897, ch. 160,
181.

§ 3769. Change in commutation fares regulated. No railroad company which has had a system of commutation fares in force more than four years shall alter or abolish it, except for the regulation of the price charged for such commutation, and such price shall in no case be raised to an extent that shall alter the ratio as it existed on the first of July, 1865, between such commutation and the rates then charged for way fares on the railroad of such company. Nothing herein contained shall prevent any railroad company from issuing commutation tickets of a different system whenever the person to whom the same are issued is willing to accept the same. This section shall not apply to any contracts between this state and such company, for the transportation of members of the general assembly.

1873.
Rev. 1888, §3543.
3544.

§ 3770. Transportation of milk; forfeiture. Every railroad company which refuses to transport milk for any person, on the same train and on the same conditions on which it transports milk for any other person, shall forfeit to the state twenty dollars for each offense.

1899, ch. 8.

§ 3771. Regulations for transportation of explosives; forfeiture. No such company shall receive for transportation or transport any explosive material or compound, except in

§ 3768. Conductor may remove passenger who refuses to pay. 28 C. 89. Company upheld in removing passenger for refusing to pay amount greater than cost of ticket, though ticket could not be obtained. 24 C. 249. Passenger is entitled to reasonable time to find misplaced ticket. 38 C. 559.

accordance with such regulations as shall be prescribed by the railroad commissioners, who are hereby authorized to make such regulations, which shall supersede and render void all other laws and regulations relative to the transportation of such material or compound by such companies in this state. The commissioners shall furnish copies of all such regulations to all such companies. After such regulations have been made and copies furnished as aforesaid, any such company transporting any explosive material or compound, except in accordance with such regulations, shall forfeit to the state not less than ten or more than five hundred dollars for each offense.

§ 3772. Freight charges regulated. No railroad company shall charge or receive, for the transportation of freight to any station on its road, a greater sum than is at the time charged or received for the transportation of the like kind and quantity of freight, from the same original point of departure and under similar circumstances, to a station at a greater distance on its road in the same direction. Two or more railroad companies, whose roads connect, shall not charge or receive, for the transportation of freight to any station on the road of either of them, a greater sum than is at the time charged or received for the transportation of the like kind and quantity of freight, from the same original point of departure and under similar circumstances, to a station at a greater distance on the road of either of them in the same direction. In the construction of this section the sum charged or received for the transportation of freight shall include all terminal charges; and the road of a company shall include all the road in use by it, whether owned or operated under a contract or lease.

1885.
Rev. 1888, §3545.

§ 3773. Forfeiture. Every railroad company which violates any provision of § 3772 shall be liable for all damages sustained by reason of such violation, and shall forfeit two hundred dollars to the state, to be recovered by the state's attorney of the county in which such violation takes place, but no action for any such forfeiture shall be maintained unless the same is brought within one year from the date of such violation.

1885.
Rev. 1888, §3546.

§ 3774. Charge for detention of cars regulated. No company owning or operating a railroad in this state shall claim, demand, or collect from any shipper or consignee of merchandise or freight, any sum, damage, or charge for the delay or deten-

1889, ch. 212, §1.

tion of cars in loading or unloading, for any period of less than four consecutive days, Sundays and legal holidays excluded. Such four days shall be computed from the time the cars become accessible to the shipper or consignee for the purpose of loading or unloading.

1860, ch. 212, §3.

§ 3775. Charge for storage regulated. No such company shall claim, demand, or collect, from any consignee of merchandise or freight, any sum for the storage thereof in a freight house, warehouse, or other structure, for a period of less than two consecutive days, Sundays and legal holidays excluded. Such two days shall be computed from the time of the arrival of such merchandise or freight at the place of delivery. Every such company violating this section or § 3774 shall forfeit to the state double the amount so claimed, demanded, or collected.

1860, ch. 212, §3.

§ 3776. Lien for transportation charges. No such company shall have a lien upon merchandise or freight transported by it for transportation charges, or for advances upon freight so transported, unless such company shall, upon request, deliver to the consignee of such freight or his agent, for his own use, a copy of the bill or statement of such charges and advances as the same appears upon the waybill held by such company.

1879.
Rev. 1888, §3547.

§ 3777. Penalty for refusing to transport material. Every such company which refuses to transport over the line of its road any railroad ties, sleepers, or material to be used in the construction or repair of any other railroad, at the same rate or price as other freight of the same class, shall forfeit to the state not less than fifty nor more than three hundred dollars.

1867.
Rev. 1888, §3548.

§ 3778. Penalty for refusing to give receipt. Every such company which refuses to give a receipt to the owner or shipper, describing any commodity delivered to it for transportation, shall forfeit to such owner or shipper fifty dollars.

1861.
Rev. 1888, §3561.

§ 3779. Fire caused by engine; insurable interest. When property is injured by fire communicated by an engine of a railroad company, without contributory negligence on the

§ 3779. Company held for damage to B's property caused by fire starting on A's land, and left burning at A's request. 52 C. 271. Statute held constitutional, and that "other property" included fences and trees. 54 C. 447.

part of the person entitled to the care and possession of such property, such company shall be held responsible in damages to the extent of such injury to the person so injured. Every such company shall have an insurable interest in the property for which it may be so held responsible in damages, and may procure insurance thereon in its own behalf.

§ 3780. Notice of claim. No action shall be brought under § 3779, unless written notice of the claim is given to such company within twenty days after the fire, specifying the day and time of the fire, the property injured, and the amount claimed as damages. Such notice may be given by a letter signed by the claimant or his agent, mailed to the superintendent of the railroad, or delivered to its station agent at a station in the town where the fire occurred.

1881.
Rev. 1888, §3583.

§ 3781. Land damages not to be affected by fire risk. No appraisal of damages, for land taken or injured by the location or construction of a railroad, shall include any compensation for the increased risk of fire to any buildings erected or to be erected on land outside of such location, on account of sparks from engines on such railroad.

1881.
Rev. 1888, §3583.

§ 3782. Certain employees to wear badges. All the conductors, brakemen, and baggagemen, employed upon the passenger trains of any company, when on duty shall wear, in a conspicuous place, a badge showing their respective duties and the name of such company.

1886.
Rev. 1888, §3549.

Trespass on railroads. § 1. Every person who shall, without right, be upon, or attach himself to, any engine or car upon the track of a railroad, or occupy or be upon any part of the platform or grounds of any station or yard of such railroad, or ride, drive, or lead any beast on said track, shall be fined not more than fifty dollars, or imprisoned not more than thirty days, or both. Every station agent of any such company, who shall know or have immediate information that any person has violated any provision of this section, shall forthwith notify a grand juror or other

1905, ch. 209.

Statute is not penal, and action thereon is not barred for six years. 56 C. 21. Company cannot have advantage of owner's insurance on property destroyed. 60 C. 129. Liability statutory, not for negligence. 62 C. 339. Contributory negligence will defeat recovery on this statute. 72 C. 28.

§ 3781. It is impracticable to assess beforehand damage which may result from future fire. 54 C. 484.

informing officer of the town in which such offense shall have been committed.

§ 2. Sections 3783 and 3784 of the general statutes are hereby repealed.

1866.
Rev. 1868, §3478.

§ 3785. Warnings at grade crossings. Every company shall keep and maintain, at each crossing at grade of any highway at which there is no gate, warning boards of such a description as the commissioners may approve.

1851.
Rev. 1868, §3553.

§ 3786. Bells and whistles. Every engine used upon a railroad shall be supplied with a bell of at least thirty-five pounds weight, and a suitable steam whistle, which bell and whistle shall be so attached to such engine as to be conveniently accessible to the engineer and in good order for use.

1851.
Rev. 1868, §3554.

§ 3787. Bells and whistles to sound at crossings. Every person controlling the motions of an engine on a railroad shall commence sounding the bell or whistle when such engine is approaching, and is within eighty rods of the place where such railroad crosses any highway at grade, and shall keep such bell or whistle occasionally sounding until such engine has crossed such highway. The company in whose service such person may be shall pay all damages which may accrue to any person in consequence of any omission to comply with any provision of this section; and no railroad company shall knowingly employ an engineer who has been twice convicted of violating any provision of this section.

1899, ch. 6.

§ 3788. Signals on train operated by electricity. Any steam railroad company operating any train by electricity may provide and use on such train an air whistle in lieu of a steam whistle as provided by §§ 3786 and 3787; and such provision and use on trains operated by electricity shall be deemed to be a full compliance with the requirements of said sections.

§ 3787. Company owes only ordinary care to persons on highway near railroad. 56 C. 457. Unless ordered by commissioners, only such safeguards as the statute requires need be furnished. 57 C. 23. Engineer is not usually required to sound both whistle and bell, but must use both if circumstances require. 59 C. 369. Engineer to be judged by circumstances as they appeared to him at the time. 60 C. 299. If engineer complies with statute as to signals, he fulfills his whole duty, in the absence of special circumstances. 72 C. 212.

§ 3789. Assistant engineer or fireman may signal.

Every engineer in charge of an engine may direct and authorize any fireman or assistant engineer, who is under his authority at the time, to perform the duties imposed upon him as such engineer by § 3787, but nothing in this section shall relieve the engineer from any liability or responsibility.

1897.
Rev. 1898, §3655.

§ 3790. Signal at crossing not at grade.

When it shall appear to the railroad commissioners, upon the written complaint of the selectmen of any town, that public safety requires the sounding of the engine whistle at any highway crossing when the train passes over or under such highway, they shall make such order in relation thereto as they deem proper.

1898.
Rev. 1898, §3656.

§ 3791. Engineers to have copies of law and be sworn. No company shall permit any person to drive an engine upon a railroad operated by it, unless he shall have first received a printed copy of §§ 3786 and 3787 and of this section, and shall have made oath that he will faithfully comply with their provisions.

1891.
Rev. 1898, §3657.

§ 3792. Commissioners may regulate signals.

When the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough shall bring their petition in writing to the railroad commissioners, representing that the public interest requires that the blowing of the engine whistle at certain points within the limits of such town, city, or borough shall be dispensed with, the commissioners shall appoint a time and place for hearing said petition, and shall give reasonable notice thereof to the petitioners and the company operating such railroad. If, after such hearing, the commissioners shall be of opinion that the sounding of the whistle as aforesaid can be safely dispensed with, they shall direct such company to omit such signal and require any other signal in lieu thereof which they shall judge best. The commissioners may from time to time thereafter, upon the petition either of such company or of such local authorities, after due notice and hearing, modify or annul any such order. Such company shall obey any order of the commissioners made in accordance with this section.

1881, 1896.
Rev. 1898, §3658,
3659.
1896, ch. 139.

§ 1. Opening of drawbridge. No railroad company shall be required to open or keep open any drawbridge in the

1908, ch. 82.

line of its railroad, except on signal for and during the passage of boats and vessels through such drawbridge; and this act shall be deemed to be amendatory of all charters of railroad companies inconsistent herewith.

§ 2. This act shall take effect from its passage.

1853, 1869.
Rev. 1886, §3560.

§ 3793. Trains to stop before crossing drawbridge or railroad. Every train shall be brought to a full stop, at a distance of not less than two hundred feet nor more than eight hundred feet, from the draw in every drawbridge upon the line of the railroad over which it runs, and from every point where such railroad is crossed by another railroad, and in plain sight of the same, before being run upon or over such draw or crossing; but the commissioners may in writing authorize the passing of any such draw or crossing without stopping as aforesaid, when, in their opinion, it can be done consistently with public safety.

1853.
Rev. 1886, §3561.

§ 3794. Penalty. Every person running such a train, who shall violate any provision of § 3793, shall be fined not more than one hundred dollars, or imprisoned not more than three months; and the president and directors of every railroad company who shall knowingly permit any violation of the same shall be fined five hundred dollars.

1853.
Rev. 1886, §3562.

§ 3795. Trains to stop at station near drawbridge. Every train obliged to come to a full stop before crossing any drawbridge shall, when the commissioners so order, stop at the regular station nearest to such bridge for a sufficient length of time to accommodate passengers who may desire to enter or leave such train, if such station is in full view of such bridge, and not more than one hundred and twenty rods therefrom.

1853.
Rev. 1886, §3563.

§ 3796. Complaint of interference with navigation. The commissioners shall investigate all complaints made to them against railroad companies of interference with navigation in the use of drawbridges over any navigable waters, and shall make such orders in reference thereto as will in their judgment remove all just cause of complaint, in so far as this can be done with due regard for the rights of the parties affected and the public safety.

1853, 1856.
Rev. 1886, §3564.

§ 3797. Switches at railroad junctions. No company shall permit any passenger train to be run over any switch, at any railroad junction, or at any station where such train does not

regularly stop or is not then to be stopped, unless there be, at the time when such train arrives near such switch, a switchman standing at such junction switch or at the station switch so first approached, with a white flag by day or a light at night, to indicate that such switch is in a proper position for the passage of such train; or unless, in the absence of such switchman, such train shall first be brought to a full stop at a distance of not less than two hundred feet nor more than seven hundred feet therefrom. Every person who shall run a train over any switch, contrary to the provisions of this section, shall be fined not more than one hundred dollars, or imprisoned not more than sixty days, or both; and the president and directors of any company, who shall permit a train to be run over any switch contrary to the provisions of this section, shall be fined five hundred dollars; but the commissioners may dispense with any such switchmen.

§ 3798. Regulation of speed and stops. The commissioners may permit passenger trains to be run past any switch, station, or highway crossing, without stopping, at such rate of speed as they may prescribe, upon the provision by the company of such safeguards for the protection of its passengers and the public as the commissioners may require. If such company shall neglect to make such provision, it shall forfeit five hundred dollars to the state. 1872.
Rev. 1898, §3605.

§ 3799. Number of brakemen. Upon every train run, or intended to be run, upon any railroad in this state, at a greater average speed than thirty miles an hour between stations, and including more than two passenger cars, one brakeman shall be kept at the brake of each car; but when the double-action brake is used on any such train, but one brakeman need be kept upon and for every two cars connected with such train. The commissioners may grant permission to any company to reduce the number of brakemen required upon passenger trains, when such company has adopted a system of brakes to be operated by the engineer, which in the opinion of the commissioners will render such number of brakemen unnecessary. The commissioners may revoke such permission when they consider that public safety requires; and on such revocation the company shall place upon its trains the number of brakemen required by law. 1853, 1854.
Rev. 1898, §3606.

§ 3800. Notice to commissioners of accidents. Every railroad company shall, within twenty-four hours after the oc- 1893, 1891.
Rev. 1898, §3607.

currence of any accident attended with personal injury, give notice of the same to the commissioners in writing, who, upon receiving such notice or upon public rumor of such accident, may repair, or dispatch one of their number, to the scene of said accident, and inquire into the facts and circumstances thereof. The commissioners shall, without charge, furnish any person injured, or the friends of any person killed, any information they may have acquired in relation to such accident, and the names of the persons from whom the same was obtained or by whom the same may be proved.

1888.
Rev. 1898, §3568

§ 3801. Hospital stretchers to be provided. Every such company shall provide and cause to be placed in some car attached to each train passing over its railroad, and at every passenger station, a suitable hospital stretcher for use in case of accidents.

1884.
Rev. 1898, §3808

§ 3802. Duties of trustees and receivers. All duties and obligations imposed by law upon such companies, in reference to returns to be made to the comptroller or commissioners, are hereby imposed upon trustees, receivers, or other persons, that lay out, construct, maintain, or operate a railroad operated wholly or in part by steam power.

1897, ch. 37.

§ 3803. Passenger car regulations. Every railroad company may make and enforce reasonable regulations concerning the kind and size of packages or baggage which may be brought into passenger cars, and concerning the use of seats and passageways in cars.

Bonds, Mortgages, and Foreclosures.

1905, ch. 149.

Bonds of railroad and railway companies. § 1. Every railroad company or street railway company may borrow money and give its bonds therefor, signed by its president and countersigned by its treasurer, and may dispose thereof as authorized by its stockholders. Any bonds issued by virtue of the general authority conferred by this act shall, before being issued, be registered in the office of the comptroller, and a certificate of such registration shall appear on each bond so issued. The comptroller shall cancel any bonds so registered which may be brought to him for

cancellation, and enter a memorandum of such cancellation in his register. No such company, by virtue of the general authority conferred by this act, shall issue any bonds of a less denomination than one hundred dollars, or have bonds issued under such authority, and without other authority from the general assembly, outstanding at any one time to a greater amount than one-half the sum which its president, treasurer, and an engineer, approved by the railroad commissioners, shall certify under oath has been actually expended upon its railroad or railway, and any false swearing in the matter shall be perjury; provided, that nothing herein contained shall affect the authority heretofore given by law to street railway companies chartered before the close of the session of the general assembly of 1895 to have bonds outstanding to the amount of seventy-five per centum of said sum certified as aforesaid. The comptroller shall not permit the bonds of any railroad company or street railway company, issued under authority of this act, registered in his office and uncanceled, to exceed the amount limited in this section.

§ 2. Any railroad company or street railway company may secure its lawfully issued bonds by a mortgage of its property, or any part thereof, by deed duly executed by its president, under the corporate seal, to the treasurer of the state and his successors in office, or other trustee, in trust for the holders of such bonds. Such mortgage shall be recorded in the office of the secretary of the state and need not be recorded in the records of towns within which the property so mortgaged is situated.

§ 3. When any railroad company or street railway company has mortgaged, or shall mortgage, its railroad or railway, pursuant to law, to secure its bonds, and has included or shall include in such mortgage all or any part of its rolling stock, locomotives, cars, and other personal property, and of its property, whether real or personal, thereafter to be acquired by it for use upon said railroad or railway, such mortgage shall be deemed valid and effectual as respects all the property therein included as aforesaid, and may be foreclosed in the same manner as ordinary mortgages of real estate; and the record thereof in the office of the secretary of the state shall be sufficient record and notice

to protect the title under the mortgage, although such company remains in possession of the mortgaged property.

§ 4. Sections 3804, 3805, 3806, 3808, and 3848 of the general statutes are hereby repealed.

1898.
Rev. 1898, §§ 3447,
3448.

§ 3807. Issue of bonds. Every company consolidated under the provisions of §§ 3674 to 3677, inclusive, may issue bonds, and secure the same by a mortgage of all its franchises and property, both within and without this state, existing or to be acquired, or any part thereof, to one or more trustees, nominated by said company and approved by the governor; and said mortgage may provide for a foreclosure or sale of the entire road and franchises in both states, in case of a default upon the bonds, by judgment or decree of a court of competent jurisdiction in this state. The provisions of § 3804 shall apply to the bonds and mortgage authorized by this section.

1898.
Rev. 1898, § 3873.

§ 3809. Surrender of road to mortgage trustee. When any such company shall have mortgaged its property or any part thereof to any person, in trust, for the security of its creditors, or any class of them, and shall have made default in the payment of principal or interest due to such creditors, any such creditor may bring his complaint to the superior court, in any county in which such railroad or any part thereof is located, setting forth such fact and claiming that such trustee may be placed in possession of such property, for the benefit of such creditors. Such complaint shall be heard and determined at the first session of the court to which it is returnable, unless continued for reasonable cause; and if the allegations therein are found true, such court shall decree that such company and its president and directors, under a suitable penalty, shall surrender such mortgaged property to the trustee, for the benefit of such creditors.

1898.
Rev. 1898, § 3874.

§ 3810. Liability of trustee limited. When any such trustee shall have taken possession of any property pursuant to the provisions of § 3809, or pursuant to any authority contained in the mortgage or deed of trust, he shall take charge of and operate such railroad or railroad property for the benefit of the creditors for whom such trust was created, and shall not be personally liable for any injury arising from the operation of such road, unless resulting from his wilful mismanagement, or for any contracts made by him as such trustee; but all such prop-

erty shall be liable for the acts and proceedings of such trustee, in the execution of his trust, to the extent of the interest of the creditors for whose benefit he acts, and any proceeding for the purpose of making such property liable shall be brought against such trustee, describing him as such.

§ 3811. Trustee to make inventory. The trustee, upon taking possession of such property, shall make under oath an inventory of all property which comes into his possession, and lodge it for record in the office of the secretary of state; and if any other property shall afterward be discovered by him, he shall make and lodge a like inventory. 1868.
Rev. 1898, §3875.

§ 3812. Trustee to render accounts; may complete foreclosure. The trustee, while operating such road, shall file quarterly, in the office of the secretary of state, an account of all moneys received or disbursed by him in the course of his agency; and may proceed at his discretion, in the superior court in any county in which such railroad or any part thereof is located, to foreclose such company and all subsequent incumbrancers, for the benefit of the bondholders or other creditors for whom he acts; and such court may limit the time for the redemption of the mortgaged property, as in ordinary foreclosure proceedings. 1868.
Rev. 1898, §3876.

§ 3813. Court may remove trustee and appoint successor. If such trustee shall neglect or unnecessarily delay to perform his duties, any creditor represented by such trustee may apply to the superior court in any county in which such railroad or any part thereof is located, for such trustee's removal. Such application shall be privileged in the order of its trial, and if the facts therein set forth are found true, such court may remove such trustee from his office and appoint another in his stead. 1868.
Rev. 1898, §3877.

§ 3814. Prior incumbrancers not affected. Nothing in §§ 3809, 3810, 3811, 3812, and 3813 shall affect any mortgage, trust, or lien upon the property foreclosed, which was created prior to the mortgage, trust, or lien, under which such trustee may act; but the trustees for all such prior incumbrancers may proceed, by foreclosure or otherwise, notwithstanding any act or proceedings by subsequent incumbrancers or their trustees. 1868
Rev. 1898, §3878

§ 3815. Trustee represents all bondholders, and they need not be given personal notice of judicial proceedings. 53 C. 349.

1874.
Rev. 1888, §3879.

§ 3815. Trustee to have same powers as corporation.

When any such railroad is in the possession of a trustee, he shall have the same rights, powers, and privileges as are conferred upon railroad companies; and all expenses and damages incurred in good faith by such trustee in possession, to improve the lines of the railroad so in his charge, shall be reimbursed to him from the earnings of such railroad while he has the possession thereof.

1858.
Rev. 1868, §3880.

§ 3816. Administration expenses to be deducted from earnings.

The expenses of operating such railroad or other property, including repairs and all other reasonable expenses of the trustee, and any damages incurred for any injury sustained during the time of his execution of said trust, and all claims secured by any prior mortgages or incumbrances which shall have become payable before or during said time, and also a reasonable compensation to be allowed to the trustee by the superior court, shall be deducted from the earnings of the road, before any part of such earnings shall be paid to the creditors.

1897, ch. 88, §1.

§ 3817. Purchasers under foreclosure may reorganize corporation.

Whenever the property and franchises of any railroad company shall have been sold pursuant to a judgment or decree of a court of competent jurisdiction, in a suit for the enforcement or foreclosure of a mortgage on such railroad, the purchaser or purchasers at such sale, or his or their grantees and their associates and successors, in case they shall desire to continue the operation of such railroad, shall, upon filing in the office of the secretary of state the certificate hereinafter provided for, be a corporation by the name designated in such certificate, with power to hold, use, maintain, and operate such railroad, with all the powers enjoyed by railroad corporations under the general laws of this state.

1897, ch. 88, §§
3, 4.

§ 3818. Certificate of incorporation.

The certificate to be filed as aforesaid shall be signed, sealed, and acknowledged by the persons who have acquired such property and franchises, or a majority of them, and shall set forth: (1) the name of the corporation; (2) the names of such persons, not less than twenty-five in number, as shall have associated themselves together for the organization of such corporation, and the names of the persons who shall compose the first board of directors; (3) the amount of capital stock and the number of shares into

which the same is divided; (4) the owners of such shares at the date of filing such certificate. The amount of such capital stock shall not exceed the total value of the railroad together with its franchises, which value shall be determined by the railroad commissioners. The first board of directors shall adopt by-laws relating to the management of the affairs of the corporation, which by-laws may be amended by the stockholders.

CHAPTER 216.

Annual Returns of Steam Railroad Companies.

§ 3819. Form and date of returns. Penalty. The railroad commissioners shall annually, on or before the thirtieth day of June, furnish to every railroad company, or to the trustees or receivers operating any railroad, duplicate blanks for returns in the form required by the interstate commerce commission, which returns shall be for the year ending on said thirtieth day of June. All companies, trustees, or receivers receiving such blank forms shall return one of them to the commissioners on or before the fifteenth day of September in each year, with all questions fully answered, except where the answers would be "none" or "nothing," in which case the question itself may be stricken out. Said returns shall be signed and sworn to by the president or vice-president and treasurer of the company, or by a majority of the trustees or receivers making the same. Every company, whose president or vice-president and treasurer or trustees or receivers shall refuse or neglect to make such returns, shall forfeit to the state twenty-five dollars for each day of such neglect or refusal, and the commissioners shall report such forfeiture to the state treasurer; and the books of every railroad company shall at all times be open to the inspection of any committee of the general assembly appointed for that purpose.

1878, 1888.
Rev. 1888, §§ 3583,
3587, 3588.
1890, ch. 172.

§ 3820. Returns to follow forms strictly. Amendments. Every railroad company shall make its annual returns strictly according to the forms provided, and if the officers, trustees, or receivers find it impracticable to return all the items in detail as required, they shall state in their report the reasons why such details cannot be given; but no company shall be ex-

1878.
Rev. 1888, §§ 3589.

cused for not giving such details because it does not keep its accounts in such manner as will enable it to do so. When any such returns seem to the commissioners defective or erroneous, they shall notify the company, trustees, or receivers making the same, and require the amendment of such returns within fifteen days from the time of giving such notice under the same penalty as is provided for refusing or neglecting to make returns.

1894.
Rev. 1898, §3820.

§ 3821. Returns by lessors. The officers, trustees, or receivers of every railroad company, which has leased a railroad upon terms by which the rental is based upon the earnings of the leased road, shall make returns to the railroad commissioners concerning the leased road, separate and apart from the business of the lessee, and in the same manner in which the officers of said leased railroad would be required to make returns had it not been leased.

1899, ch. 198.

§ 3822. Reports concerning trunk line of Consolidated road. For the purpose of annual reports to the railroad commissioners, the trunk line of the New York, New Haven, and Hartford railroad company is hereby declared to be the line of road between Woodlawn Junction in the state of New York and Providence in the state of Rhode Island; and from New Haven in the state of Connecticut to Springfield in the state of Massachusetts. This section shall not affect the method of taxation of the trunk and branch lines owned by said railroad company as fixed by the board of equalization for the year 1898. And in case any railroad shall hereafter be merged in said New York, New Haven, and Hartford railroad company, the valuation of the railroad so merged for purposes of taxation shall not be less than the valuation for the year preceding the date of such merger.

CHAPTER 217.

Street Railway Companies.

1905, ch. 944.

Speed of cars. § 1. When any company shall have been chartered by the general assembly for the purpose of operating street railways, such company may construct and operate its railway, with one or more tracks and all necessary equipments and appurtenances, upon and along the routes, highways, and public grounds permitted by said company's

charter and the amendments thereto, but before such company shall proceed to construct such railway, or lay additional tracks, it shall cause a plan to be made showing the highway or highways in and through which it proposes to lay its tracks, the location of the same as to grade and the center line of said highways, and such changes, if any, as are proposed to be made in any highway. Said plan shall be presented to the mayor and court of common council of each city, the selectmen of each town, or the warden and burgesses of each borough, where such warden and burgesses have charge of making and repairing the highways of such borough, within which such company proposes to operate its railway, who shall thereupon, after public notice, proceed to a hearing of all persons interested therein, and after such hearing may accept and adopt such plan, or make such modifications therein as to them shall seem proper, and shall, within sixty days after the presentation of such plan, notify such company in writing of their decision thereon and of such modifications therein as they have made. The refusal or neglect of any such local authorities to notify such company of their decision within the period of sixty days as aforesaid shall be deemed a refusal to approve and accept such plan as presented by such company. Nothing in this chapter shall prevent such company from continuing to present to such local authorities plans as heretofore provided, until such company and local authorities shall agree upon the same; and no such company shall construct such railway or lay additional tracks, except in accordance with a plan approved by the authorities aforesaid or approved on appeal by the railroad commissioners or the superior court, as provided in sections 3832, 3833, and 3834 of the general statutes.

§ 2. The selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, where such warden and burgesses have charge of making and repairing the highways of such borough, within their respective jurisdictions, shall have power to make reasonable orders regulating the speed at which any street railway company may run its cars upon any highway; but none of such authorities shall, by such orders, authorize or permit

Regulation of
speed.

such cars to be run upon any highway at any greater rate of speed than fifteen miles per hour.

§ 3. Sections 3823 and 3841 of the general statutes are hereby repealed.

1868, 1874.
Rev. 1898, § 3823.
1898, ch. 166, § 3.

§ 3824. Local authorities to direct location of tracks.

The selectmen of each town, the mayor and common council of each city, and the warden and burgesses of each borough, shall, within their respective jurisdictions, and subject to the right of appeal as provided in §§ 3832 and 3843, have exclusive control over the placing or locating of tracks, wires, conductors, fixtures or other permanent structures of any such railway in the highways, over the relocating or removal of the same, and over changes in the grade of such railway, and may make all orders necessary to the exercise of such power of control; *provided*, that orders concerning relocation, removal, and changes in grade shall be made only for the purpose of public improvement. Said orders shall be in writing, and shall be recorded in the records of the respective municipalities. Every such company shall, at its own expense, comply with and carry out such orders forthwith, and, in case of its failure so to do, such town, city, or borough may carry out said orders and recover the expense thereof from such company in an action on this statute, or may proceed by writ of mandamus to compel such company at its own expense, to carry out said orders. Except in the case of bridges, terminals, curves in turning from one street to another, and turnouts and switches not exceeding one hundred and fifty feet in length, the wrought part of any highway made suitable for travel shall nowhere be less than eight feet in width on each side of the street railway tracks, measuring from the outer rail where said tracks are located in the center of the highway, and not less than twelve feet in width, measuring from the rail nearest the wrought part of the highway where said tracks are located on the side of the highway, unless permission to reduce such width is obtained from the superior court or a judge thereof. Nothing herein

§ 3824. This section does not authorize selectmen to trim trees without owner's consent, to make way for wires. 66 C. 568. Conditions which municipal authorities have no power to impose, the company need not accept or perform. 67 C. 197; 74 C. 102. Town liable for injury from excavation by company outside its location; it is the duty of the town, as well as of the company, to warn travelers against danger from excavation within railway and highway lines. 67 C. 435. It is not unlawful for telephone and railway companies to use same poles for wires. 70 C. 54. City may order removal of crossing laid five hundred feet from place shown on plan approved. 73 C. 335.

shall require any such company to change the grade of any portion of the highway upon which its tracks are located, after such location; but whenever any such town, city, or borough shall change the grade of any such highway, such company shall temporarily remove its tracks for the purpose of such change, and when such change has been completed, such company shall conform the grade of its tracks to the newly established grade without cost or expense to such town, city, or borough.

§ 3825. Hearing by municipal committee. Whenever 1901, ch. 156, §11.
any matter relating to street railways is required to be acted upon by the warden and burgesses of any borough, or the mayor and common council of any city, the hearing thereon may be by themselves or by a committee, either standing or special, of such warden and burgess or mayor and common council, duly appointed for that purpose, or by any board connected with such municipal government which may be designated by such warden and burgesses or mayor and common council; and in case such hearing is by a committee or board, the action of such warden and burgesses or mayor and common council shall be upon the report of such committee or board.

§ 3826. Local authorities may change orders. The 1898, ch. 109, §11.
town, city, and borough authorities aforesaid, within their respective jurisdictions, may revise and change any orders made by them under §§ 3823 and 3824.

§ 3827. Orders relating to grade. No order shall be 1896, ch. 126, §1.
issued by the selectmen of any town authorizing or requiring a change of grade in any highway, or the location or relocation of any railway tracks in a highway, as authorized by § 3824, except upon a majority vote of all the selectmen after a public hearing, of which at least five days' notice shall have been given, with the nature of the proposed change and the location of the same fully set forth therein.

§ 3828. Selectmen to file orders for record. Penalty. 1896, ch. 126, §3.
Whenever the selectmen of a town shall prescribe the location of railway tracks in a highway, or authorize a relocation of tracks already laid or a change of grade thereof, they shall within ten days thereafter cause their decision in regard thereto to be recorded in the town clerk's office, and if they neglect to furnish

the town clerk with a written statement of such decision, each of the selectmen who voted in favor of the same shall be fined not more than one hundred dollars.

1895, ch. 125, §3. **§ 3829. Tracks not to be laid until order is lodged for record.** No street railway company shall lay its tracks in any highway, or make any change in the location of its tracks already laid or in the grade thereof, until after the order of the selectmen authorizing the same shall have been lodged for record in the town clerk's office. Any such company may at any time lodge any such order for record with the town clerk.

1901, ch. 156, §3. **§ 3830. Commissioners to direct method of construction.** The railroad commissioners, subject to the right of appeal as provided in § 3834, shall have exclusive jurisdiction and direction over the method of construction or reconstruction in whole or in part of every street railway in the state, the power of designating the kind and quality of track to be used and the method of laying the same, the kind, quality, and finish of all material, tracks, wires, poles, conductors, fixtures, and structures to be used in such construction, and the method and manner of applying motive power, and may make all orders necessary to the exercise of such power and direction, which orders shall be in writing and recorded in the records of said commissioners. Every company operating any street railway shall, at its own expense, comply with and carry out such orders.

1901, ch. 156, §4. **§ 3831. Orders on company's application.** All orders of the railroad commissioners provided for in § 3830 shall be made upon written application of the company desiring to construct or reconstruct a street railway, after a hearing had, upon such notice as said commissioners shall deem reasonable, to the selectmen of the town, mayor of the city, or warden of the borough within which it is proposed to construct such railway; and said commissioners may, at any time, upon the application of such company, after due notice to said municipal authorities, amend or change any order passed as aforesaid.

1901, ch. 156, §5. **§ 3832. Company may appeal to commissioners.** Whenever the warden and burgesses of any borough, the mayor and common council of any city, or the selectmen of any town, shall make or render any decision, denial, order, or direction,

§ 3833. Notice to company may be by mail. 78 C. 337.

with respect to the location of the tracks of any street railway company in any highway with reference to the center line of such highway and the grade thereof, and any change proposed to be made in such highway or grade thereof, or whenever any of said municipal authorities shall make or render any decision, denial, order, or direction with respect to any other matter relating to street railways, any such company affected thereby may appeal to the railroad commissioners from any such decision, denial, direction, or order, within thirty days from the service of notice upon such company of such decision, denial, direction, or order. Such appeal shall be by petition, and shall state specifically the portion or portions of such decision, denial, direction, or order appealed from and the reasons of such appeal. Said commissioners shall order such notice as they shall deem reasonable to be given to such municipal authorities, of the time and place of appearance in answer to such petition; and at such time, or as soon thereafter as said commissioners shall order, such appeal shall be tried, and said commissioners shall make such orders in reference to the matters affected by the appeal as they may deem equitable. Whenever such warden and burgesses, mayor and common council, or selectmen shall, under the provisions of § 3823, be deemed to have refused to approve and accept any plan presented by any street railway company with reference to any matter within their jurisdiction, such company shall have a like right of appeal to said commissioners, who shall have the same powers with reference thereto that said municipal authorities would have had under the provisions of § 3823, and may make all such orders with reference thereto as they may deem equitable.

Paving of city streets by street railway companies.

1903, ch. 209.

On an appeal taken under the provisions of § 3832 of the general statutes, the railroad commissioners shall make no order providing for the paving of that part of a highway required by law to be paved by street railway companies, which shall require the use of a different substance for such pavement than that with which the whole remaining width of such highway is paved.

§ 3833. Commissioners may amend order. Said railroad commissioners may on application of any street railway company, with due notice to adverse parties, amend or change any order passed by them on appeal. 1901, ch. 156, §7.

1901, ch. 156, §8.

§ 3834. Appeal to superior court. Any party to any proceeding relating to street railways brought before said commissioners upon either original application or by appeal, aggrieved by the decision or order of said commissioners thereon, may appeal therefrom to the superior court, in the same manner as is provided in the case of appeals taken under the provisions of § 3747, and with like effect; and said court may, upon application of such street railway company, with due notice to adverse parties, amend or change any order passed by it on appeal as aforesaid.

1898, ch. 189, §4.

§ 3835. Right of certain companies to lay tracks to cease. In case any street railway company, which, since the first day of January, 1893, has been, or hereafter shall be, authorized by its charter, or by an amendment thereto, to construct its railway in any highway, has not or shall not have constructed its railway in such highway on or before the close of the second regular session of the general assembly after that at which such authority was or shall be granted, all right of such company to lay its tracks in such highway shall thereupon cease; *provided, however,* that the right, in any highway or part of a highway, of any street railway company under any charter or amendment thereto granted prior to 1893, if such company has constructed part of its railway before said date, shall not cease because of the delay of such company to construct its railway in such highway, if such company shall construct its railway in such highway within two years from the time when the municipal authorities of the town, city, or borough in which such highway is located shall have notified such company so to do.

1898, ch. 189, §5.

§ 3836. Failure to operate railway. If any such company shall discontinue the operation of its railway in any highway or portion of a highway, or, having constructed its railway thereon, shall not begin to operate the same within a reasonable time thereafter, the mayor and court of common council of any city, the selectmen of any town, or the warden and burgesses of any borough, within whose respective jurisdictions such discontinuance or failure to operate shall occur, may order such company, in writing, to operate such part of its railway within thirty days from a date named in such order. On failure to comply with said order, all right of such company to occupy such highway or portion thereof, or to keep or operate its railway in such highway or portion thereof, shall cease; and such company shall immedi-

ately thereafter remove its tracks and fixtures from such highway, and put such highway or portion thereof in good condition for public travel. In case such company shall fail to remove such tracks and fixtures and put such highway or portion thereof in good condition for public travel, such town, city, or borough may cause such tracks and fixtures to be removed, and such highway to be put in good condition for public travel, and may recover the expense thereof from such company in an action on this statute.

§ 3837. Company to repair highway. Every such company shall keep so much of the highway as is included within its tracks, and a space of two feet on the outer side of the outer rails thereof in repair, to the satisfaction of the authorities of the city, town, or borough, which is bound by law to maintain such highway. Such authorities shall not order such company to use any better or more expensive kind of pavement or material for that part of the highway which it is the duty of such company to keep in repair, than is used by the town, city, or borough upon the remaining width of the highway, except for a space of one foot on each side of each rail, unless such better or more expensive kind of pavement or material was required in the order permitting the original location of such railway on such highway. Such municipal authorities shall keep a record of all orders as to such repairs, and shall serve a copy thereof upon such company, and every such order shall state the time within which repairs are to be completed, which time shall not be less than thirty days from the service thereof. Upon failure of such company to make the required repairs within the time fixed by the order, such repairs may be made by the municipal authorities interested, and the expense thereof recovered from the company in an action on this statute.

1863.
Rev. 1893, § 3597,
3598.
1893, ch. 160, § 6.

§ 3838. Damage from defect which company should repair. Any person injured in person or property, by reason of any defect in that part of the highway which any street railway company is bound to keep in repair, may bring his action therefor against both such company and the town, city, or borough which is bound to keep such highway in repair, and any judgment recovered in such action shall run against both of such defendants. Such company shall, however, pay such judgment and save the other defendant harmless therefrom, unless the court, or the jury, if the case is tried to the jury, before whom

1863.
Rev. 1893, § 3597.
1893, ch. 160, § 9.

the action is tried, shall find that such defect was due in whole, or in part, to the negligence of such city, town, or borough, in which case the court or the jury shall find and adjudge how much of the judgment shall be paid by the municipality without reimbursement from such company. The fact that such company has kept its part of the highway in repair to the satisfaction of the municipal authorities shall not operate to shift the responsibility for injuries occurring by reason of defects therein from such company to the municipality.

1898, ch. 100, §10.

§ 3839. Municipal liability limited; lien. Such town, city, or borough shall not be liable for the payment of any judgment which, under § 3838, should be paid by the railway company, unless, within sixty days after the rendition of such judgment, demand shall be made upon such town, city, or borough for such payment upon a lawful execution. If any town, city, or borough shall be compelled to pay any portion of any such judgment, the first selectman of such town, the mayor of such city, or the warden of such borough, shall, within thirty days after such payment, file for record, in the office of the town clerk of the town within which such highway is situated, a certificate showing the court by which such judgment was rendered, the date of such judgment, the amount paid by such town, city, or borough, and that such town, city, or borough, claims a lien upon the tracks, fixtures, and other property of such company situated in such town, city, or borough, for the payment of such sum with lawful interest. Such sum and interest shall thereupon become a lien upon all the tracks, fixtures, and property of such company situated in such town, city, or borough, and shall take precedence of all other incumbrances, and may be enforced and collected in the same manner as tax liens.

1898, ch. 100, §7.
See §3845.

§ 3840. Transportation of merchandise. Every such company may transport both persons and property, but in the transportation of property, other than such small packages and baggage as are carried by passengers, shall be subject at all times to such regulations as may be prescribed by the superior court or any judge thereof, upon the application of such company or of any person interested in such transportation, or of any town, city, or borough in which such railway is located, upon such notice as said court or judge shall deem reasonable. Any orders made by said court or judge may extend to and control such

traffic over the whole line of such company, whether the same be in one county or in more than one, or may be confined to any part of such railway, in the discretion of said court or judge; and any order so made may, upon a subsequent application by such company or any person interested, or by any such town, city, or borough, be modified or rescinded by said court or judge, upon such notice as said court or judge may direct.

§ 3842. Cars to stop at drawbridge; penalty. All cars of any street railway company shall be brought to a full stop at a distance of not less than one hundred and fifty feet, nor more than two hundred feet, from the draw in every drawbridge upon the line of its road over which such cars are to run, before being run upon or over such draw, and such cars shall remain at a full stop until such draw is closed and securely fastened. Every person directing or operating any street railway car, who shall violate the provisions of this section, shall be fined not more than one hundred dollars or be imprisoned not more than three months; and the president and directors of any street railway company, who shall knowingly permit any violation of the provisions of this section, shall be fined five hundred dollars.

1901, ch. 197.

§ 3843. Appeal by adjoining owner. Whenever the warden and burgesses of any borough, the mayor and common council of any city, or the selectmen of any town, shall determine the location of the track of any street railway as to grade or the center line of the highway through which the same passes, any owner of land fronting on such highway, aggrieved by the location of said track or tracks as to grade or the center line of the highway in front of the premises owned by him, may appeal to the railroad commissioners from the decision, direction, or order locating such track or tracks, within thirty days after the making of said decision, direction, or order. Said appeal shall be taken in the same manner and proceeded with in all respects as provided for in § 3832 for appeals of street railway companies, except that said commissioners shall order a notice to be given to the street railway company similar to that required in said section to be given to municipal authorities.

1895, ch. 963, § 2.
1901, ch. 150, § 6.

§ 3844. Company may purchase land for layout. Any street railway company organized under the laws of this state, with power to build and operate its railway in any highway, shall have power to purchase land, to enable such company, in the

1898, ch. 109, § 12.
1897, ch. 105.

building and operation of its railway, to avoid heavy or inconvenient grades, or to render the operation of such railway more feasible and advantageous; and may construct and operate its railway over land so purchased; *provided*, that such company shall not by so doing substantially change the course and direction of its railway.

1897, ch. 37.

§ 3845. Passenger car regulations. All such companies may make and enforce reasonable regulations concerning the kind and size of packages and baggage which may be brought into passenger cars, concerning the use of seats and passageways in cars.

1893, ch. 100, §8.
1897, ch. 343.

§ 3846. Building of parallel roads regulated. No street railway shall be built or extended from one town to another in the highway so as to parallel any other street railway or any railroad, unless authorized by special charter prior to January first, 1893, or by the superior court or a judge thereof, after an application and finding in the manner hereinafter provided, that public convenience and necessity require the building of such railway, nor shall any street railway be built or extended under the provisions of any charter or amendment of a charter granted after the close of the session of the general assembly of 1897, so as to parallel any other street railway in any town, or any railroad in any town except within the limits of a city, until the company desiring to build or extend its railway shall have applied to the superior court or a judge thereof, and obtained, in the manner hereinafter provided, a finding that public convenience and necessity require the construction of such railway. Any company intending to build or extend such railway shall make an application to the superior court or a judge thereof for a finding that public convenience and necessity require the construction of such railway; and such court or judge shall thereupon fix a time and place to hear such application, and shall cause notice to be served, at least twelve days before the day of hearing, upon any railroad company or companies and any street railway company or companies that may be affected by the construction of such road, and upon the select-

§ 3846. Parallel railway partly within and partly without highway is affected by this section. 69 C. 47. Financial ability of company to build railway properly considered in determining public necessity; decision of court or judge final, unless jurisdiction is exceeded or essentials of procedure violated. 69 C. 626.

men of any town, the mayor of any city, or the warden and burgesses of any borough within whose limits it is proposed to build such railway. Such court or judge shall hear the parties and determine whether public convenience and necessity require the construction of such railway, in whole or in part, and the decision of such court or judge shall be final and conclusive upon the parties.

§ 3847. Maps of railways. Penalty. Every company owning or operating a street railway, wholly or in part within the limits of this state, shall, on or before the thirtieth day of September in each year, file in the office of the railroad commissioners a map or plan of all railways constructed by it during the year ending on the thirtieth day of June next preceding. Said map or plan shall be drawn upon sheets of the state topographical map of Connecticut, or, if required by said commissioners, upon such other map as they shall designate; and the single track lines operated by such company shall be shown thereon by black lines, and double track lines operated shall be shown by red lines. Said maps or plans shall in all cases be drawn to the approval of said commissioners, and they shall furnish the sheets of said state topographical map at cost to all street railway companies applying for the same. The railroad commissioners shall make or cause to be made a general map or atlas of the state from the maps or plans required to be filed by said companies as aforesaid, showing thereon all street railway lines as the same shall appear upon the maps or plans so filed, and shall, from time to time, revise such map or atlas so that it shall show all lines of street railway in operation in this state. Such map or atlas shall be kept in the office of the commissioners. Every corporation violating the provisions of this section shall forfeit to the state fifty dollars for each such violation. 1901, ch. 407.

§ 3849. Rights of trustees and others after foreclosure. When the trustees for any mortgage bondholders of any such company shall take possession of the property of the same under a decree of foreclosure, or when the mortgage bondholders shall take possession either as such bondholders or as stockholders, upon a reorganization of such company, such trustees, bondholders, or stockholders shall succeed to and enjoy all the rights, privileges, immunities, and franchises that were or might have been enjoyed by the original stockholders or company. 1876.
Rev. 1900, § 3800.

1889, ch.2, §§1, 2.

§ 3850. Court may order sale. When the trustees for any mortgage bondholders of any such company shall take possession of its property under a decree of foreclosure, and all the rights, privileges, immunities, and franchises shall have become vested thereby in the trustees, as provided by § 3849, the court in which such foreclosure is pending may authorize and empower such trustees, or their lawful agent, to sell and convey, all and singular, the said property, rights, privileges, immunities, and franchises which were or might have been enjoyed by the original stockholders or corporation, in such manner as said court may order; and by virtue of the mortgage of all the property of such corporation and of such foreclosure and sale, the said property, rights, privileges, immunities, and franchises, all and singular, shall pass to and become vested in the purchaser or purchasers of said property, who shall have full power to reorganize such corporation.

1889, ch.2, §3.

§ 3851. Rights and liabilities of reorganized corporation. The capital stock and the par value of the shares of such reorganized corporation shall be the same as authorized in the original act of incorporation, and such reorganized corporation shall succeed to and enjoy all the rights, privileges, immunities, and franchises which were or might have been enjoyed by the original stockholders or corporation, and shall be subject in all respects to the provisions of said act and any amendments thereto.

1889, ch.2, §§4, 5.

§ 3852. Certificate of reorganization to be filed. Within thirty days after the date of such reorganization, the persons so reorganizing such corporation, their grantees or assigns, or a majority of them, shall file in the office of the secretary of state a certificate under their hands and seals, duly acknowledged, setting forth: the name of the corporation whose rights, privileges, and franchises have been acquired, and referring to the acts of the general assembly under which the original organization was and the reorganization has been made; the name of the court by authority of which said sale was made, and the date of the judgment or decree; the amount of the capital stock, and the number of shares into which the same has been divided; the owners of such shares at the date of filing said certificate, and the names and residences of the directors of such reorganized corporation. In case such certificate shall not be filed in manner

and form as aforesaid, said proceedings for reorganization shall be void.

§ 3853. Use of tracks by another company. When two or more street railway companies are operating in the same city or town, upon application of any one of such companies, the superior court or any judge thereof may, in its or his discretion, whenever public convenience and necessity require, authorize such company to run its cars over the tracks of any other of such companies for a distance not exceeding one-half mile; and in case the only approach to any city or town upon a particular side is by means of a bridge or causeway, or both, for a greater distance than one-half mile, such court or judge may authorize any suburban railway company whose railway approaches such city or town upon such side, to use the tracks of any other company crossing such bridge or causeway, or both, from the place where such railways meet to some central point in such city or town, upon such terms as to manner of use, and upon the payment of such compensation, as such court or judge may deem just; and such court or judge may change or revoke such authorization upon the application of either company. No such company shall be allowed to use the tracks of another company, unless the length of track actually owned and operated by the first company exceeds the length of track to be so used. 1898, ch. 169, § 16.

§ 3854. Directors to be residents of state. A majority of the directors of every company operating a street railway in this state shall be residents of this state. 1898, ch. 169, § 18.

§ 3855. Steam not to be used. No street railway company shall use steam for motive power. 1864.
Rev. 1898, § 3504.

§ 3856. Removal of snow regulated. No such company, having a track in any highway within the corporate limits of any city, shall remove snow from said track, if it is of sufficient depth to allow vehicles to pass over the road on runners, without the written consent of the mayor of the city. 1861.
Rev. 1898, § 3509.

§ 3857. Removal of snow from tracks in New Haven and Fairfield counties. Any such company having a track in New Haven or Fairfield county may remove snow from it; but the authorities having control of the highways on which any 1874.
Rev. 1898, § 3600.

such track is shall determine the manner in which such removal shall be made. When the snow shall be removed from any part of the track by carting, the city or borough, if any, otherwise the town, in which such part lies, shall pay half of the expense thereof to such company.

1874.
Rev. 1898, §3601.

§ 3858. Disposition of snow regulated. No street railway company shall allow any snow so removed from its tracks to be placed upon any sidewalk or paved gutter, or where it obstructs or endangers public travel.

1861.
Rev. 1898, §3602.

§ 3859. Articles of decomposing nature not to be used to melt snow. No such company shall sprinkle any article of a decomposing nature on its tracks, or wash them with brine or pickle, for the purpose of melting the snow thereon, without written permission from the first selectman of the town, the mayor of the city, or the warden of the borough in which such track is located.

1861.
Rev. 1898, §3604.

§ 3860. Penalty for wrongful use of tracks. Every person who shall, without the consent of such company, use upon any street railway any vehicle with running gear fitted for the track of such road, and different from vehicles ordinarily used on highways, for the purpose of conveying passengers for hire upon the track of such road, shall be fined not more than one hundred dollars, or imprisoned not more than three months, or both.

1898, ch. 169,
§§12, 13.

§ 3861. Application of chapter restricted. Highway includes bridge. The provisions of this chapter relating to the powers of municipal authorities over street railways shall apply only to such portions of such railways as are constructed upon, over, or through any highway. The term highway, as used in this chapter, includes and covers the terms street and bridge.

1899, ch. 168,
1898, ch. 208,
1895, ch. 2.

§ 3862. Grade crossings prohibited. No electric, cable, or horse railway shall be constructed across the tracks of any steam railroad at grade.

1895, ch. 223, §1.
1901, ch. 166, §1.

§ 3863. Removal of grade crossing. Any street railway company which has power to lay its tracks in any highway which crosses a steam railroad at grade, but has no power to lay its tracks across the track of such steam railroad at grade in such

§ 3863. Held not to repeal charter right to cross steam road at grade.
65 C. 410.

highway, or any street railway company whose tracks cross the track of a steam railroad in the highway at grade, may bring its petition for the removal of such crossing in the manner specified in § 3713 for municipal authorities, and the railroad commissioners shall proceed upon such petition in the same manner and with the same powers as provided in § 3713 in the case of petitions brought by such municipal authorities.

§ 3864. Commissioners may apportion expenses. In proceedings taken under any of the provisions of §§ 3713, 3714, and 3716, or of §§ 3863, 3865, and this section, if any changes or removals shall be ordered, the railroad commissioners, or the superior court on appeal, may order such amount as they deem proper of the whole expense of such changes or removals to be paid by any street railway company coming under the description of § 3863; *provided*, that in case any such street railway company shall not be the petitioner, and furthermore, shall not have laid its tracks in the highway on both sides of the track of the steam railroad crossed by such highway, said commissioners, or the superior court on appeal, shall order said expense to be paid in the first instance by other parties to the proceedings before them, and shall order such street railway company to pay, in the manner and the proportion to be designated, to the parties paying said expense in the first instance, such amount of said expense, to be assessed in said order, as they shall deem proper, whenever such company shall lay its tracks at such crossings across, over, or under the tracks of such steam railroad. Such street railway company shall not commence to build its railway across, over, or under the tracks of the steam railroad at such crossing, until it shall have paid such amount in accordance with said order. No greater proportion of said expense shall be ordered to be paid by any town, city, or borough, under the authority of §§ 3863, 3865, and this section, than the proportion named in §§ 3713 and 3714. 1895, ch. 222, § 2.
1901, ch. 166, § 2.

§ 3865. Appeal. The provisions of § 3747 in relation to appeals shall apply to any decision of the railroad commissioners under the authority of §§ 3863 and 3864. Any street railway company coming within the description of any clause of § 3863 shall be made a party to any proceeding before the railroad commissioners, or before the superior court on appeal, for the change 1895, ch. 222, § 2.
1901, ch. 166, § 2.

or alteration of any highway crossing a steam railroad at grade, or for the removal of such grade crossing, upon motion of any party to such proceeding.

1895, ch. 332, §§1,
2.

§ 3866. Commissioners to prescribe manner of crossing. When the tracks of any street railway and of any steam railroad legally cross at grade, the railroad commissioners, upon the written application of the corporation or person operating such street railway or such steam railroad, may, in case said parties cannot agree, order such crossing to be made by means of frogs of such kind as the commissioners shall require. Such orders shall be made after reasonable notice to both parties to appear and be heard, and shall prescribe the time within which, and by whom, and in what manner, such order shall be executed. The commissioners may, from time to time, upon notice as aforesaid, make further orders as to the repair, renewal, and maintenance of such crossing. When the railroad commissioners deem that public safety requires, they may, without application to them, make and cause to be executed such orders regarding grade crossings of street railways and steam railroads as are provided for in this section.

1895, ch. 332, §§3,
4.

§ 3867. Payment of expense. Mandamus. The expense caused by the execution of such order or orders shall be paid by the corporation or person operating the railroad or railway last constructed at such crossing, and such corporation or person shall also maintain the same. Any such order may be enforced by mandamus, and the cost of such mandamus proceedings shall be taxed against the party refusing to obey such order.

1895, ch. 120.

§ 3868. Maintenance of plank on bridge. Where any street railway is constructed upon a highway bridge over the tracks of any steam railroad, the company owning such street railway shall keep in repair so much of the planking of such bridge as is included within its tracks, and the planking upon the space between its tracks.

1895, ch. 321, §2.
1897, ch. 241, §1.

§ 3869. Commissioners may order platforms to be inclosed. When the railroad commissioners deem it necessary, in the interests of the public, or of the employees concerned, that the platforms of any or all of the cars operated by any street

railway company should be protected by gates or vestibules, or that fenders should be placed upon such cars, said commissioners may order the company operating such cars to inclose the platforms thereon with gates or vestibules, or both, or to place fenders upon such cars, of such kind and in such manner as they may deem necessary and proper, first giving such company reasonable notice to appear and be heard, and may, after similar notice, modify or revoke any such order. The commissioners shall have sole and exclusive jurisdiction over the inclosing of such platforms and the placing of fenders on such cars; but nothing in this section shall prevent any such company from inclosing its platforms or placing fenders on its cars without such order.

§ 3870. Penalty. Any company operating such car or cars which shall neglect or refuse to comply with any order relating to platforms made pursuant to § 3869 shall forfeit to the state twenty-five dollars for each day of such neglect or refusal. 1897, ch. 241, §2.

§ 3871. Guard rails on bridges. Where the tracks of any street railway company cross any bridge or causeway, the railroad commissioners shall have the same powers with reference to the placing of guard rails thereon as are provided in § 3896 for the placing of guard rails on the bridges of steam railroads. 1895, ch. 221, §1.

§ 3872. Returns to commissioners. All companies, trustees, or receivers operating street railways in this state shall, on or before the fifteenth day of September in each year, make a return to the railroad commissioners in such form as they shall prescribe. Such form shall substantially follow the form required by the interstate commerce commission for steam railroads, so far as such form is applicable to the business and affairs of street railway companies, with such additional matters as shall render said return as complete, as to the business, property, and affairs of such companies, as the return required from steam railroad companies under the provisions of § 3819. Said return shall be for the fiscal year ending the thirtieth day of June next preceding, and shall be signed and sworn to by the president and treasurer of the company or by a majority of the trustees or receivers making the same. The commissioners shall annually, 1865.
Rev. 1888, §3605.
1893, ch. 160, §14.
1895, ch. 192.
1897, ch. 156, §1.

§ 3870. Repeals all inconsistent provisions of municipal charters and ordinances. 67 C. 216.

on or before said thirtieth day of June, furnish such companies, trustees, or receivers with duplicate blank forms which shall conform to the requirements of this section. The provisions of §§ 3820 and 3821 shall apply to street railway companies. Said returns shall be published annually by the commissioners in their report, and the expense of such publication shall be paid in the manner provided by § 3882.

1865.
Rev. 1888, §8007.
1893, ch. 164, §14.
1895, ch. 193.
1897, ch. 156, §1.

§ 3873. Penalty for neglect to make returns. Every company whose president and treasurer or trustees or receivers shall refuse or neglect to make such returns shall forfeit to the state twenty-five dollars for each day of such neglect or refusal, and the commissioners shall report such forfeiture to the state treasurer. The books of every such company shall at all times be open to the inspection of any committee of the general assembly appointed to make such inspection.

1897, ch. 909.

§ 3874. Apportionment of cost. Forfeiture. Every such company which has not apportioned the cost of its road, equipment, and permanent improvements strictly according to the form prescribed pursuant to § 3873 by the railroad commissioners under the head of "cost of road, equipment, and permanent improvements," shall cause such apportionment to be made, if the same be practicable, to the approval of said commissioners, in the annual returns hereafter filed by such company. In case any such company has built or shall hereafter build its road or any portion thereof by contract, or has purchased or shall purchase its road or any portion thereof already constructed, such company shall cause the contract or purchase price thereof to be apportioned as above provided, if such contract for building or agreement to purchase is so apportioned. Every such company failing to comply with the provisions of this section shall forfeit to the state one thousand dollars.

1899, ch. 68.

§ 3875. Sunday laws not applicable to electric cars. No law affecting travel, business, or labor on Sunday, or the operation on Sunday of any railroad or railway, shall apply to any railroad company or street railway company so as to prohibit or limit the operation on Sunday of electric cars.

§ 3875. A street railway company is liable for negligence resulting in injury to passenger riding for pleasure on Sunday. 66 C. 272.

§ 1. Title by adverse possession not acquired to land used by electric railway company. If any person shall take into his enclosure any part of land belonging to a railway company within the limits of which said company has located an electric railway, or shall erect any building upon any part of such land, said person shall not by adverse possession acquire any title to the land so enclosed or built upon.

1903, ch. 85.

§ 2. This act shall take effect from its passage.

CHAPTER 218.

Railroad Commissioners.

§ 3876. Appointment. There shall be three railroad commissioners. The governor shall, within sixty days from the organization of the general assembly at its regular session in 1903, and within sixty days from the organization of said assembly at its regular session quadrennially thereafter, nominate, and with the advice and consent of the senate appoint, one railroad commissioner, and shall within sixty days from the organization of said assembly at its regular session in 1905, and within sixty days from the organization of said assembly at its regular session quadrennially thereafter, nominate, and with the advice and consent of the senate appoint, two railroad commissioners.

1853, 1858, 1865,
1874, 1877, 1887.
Rev. 1888, §3413.

§ 3877. Term of office. The commissioners so appointed shall hold their respective offices for four years from the first day of July next succeeding their respective appointments. The senate shall act on all such nominations within ten days after they are made. If the governor shall fail to nominate, within the sixty days prescribed, a person or persons for railroad commissioner or commissioners who shall be confirmed by the senate, the general assembly shall fill the vacancy or vacancies which would otherwise occur.

§ 3878. Qualifications of commissioners. One of the commissioners shall be a lawyer in good standing in his profession, and of at least ten years' practice; one shall be a capable and experienced civil engineer, of at least ten years' practice; and the remaining commissioner shall be a practical business man; and they shall constitute the board of railroad commissioners. No stockholder or agent of any railroad or street railway company shall be a commissioner.

1877.
Rev. 1888, §3414.

1877.
Rev. 1898, §3415.

§ 3879. Vacancies how filled. If any vacancy occurs in said board at a time when the general assembly is not in session, the governor shall appoint a commissioner to fill such vacancy until the rising of the next session of the general assembly. All other vacancies shall be filled for the remainder of their respective terms in the manner provided in § 3877.

1871, 1874, 1877.
Rev. 1898, §3416.

§ 3880. Clerk and office. The commissioners shall appoint a clerk. The comptroller shall furnish them an office in the capitol, which they shall keep open during the usual business hours, and they shall keep their records there.

1877.
Rev. 1898, §3417.
1901, ch. 156, §13.

§ 3881. Records. Employment of experts. The commissioners shall keep a record of all communications addressed to them officially, of all their official acts and proceedings, and of all facts learned in relation to any casualty, with the names of the persons from whom such facts were obtained or by whom they may be proved. Said commissioners may when necessary employ an electrical engineer and other experts and agents.

1877.
Rev. 1898, §3418.
1901, ch. 156, §12.

§ 3882. Payment of commissioners. The office expenses, salaries, and traveling and incidental expenses of the commissioners shall be paid monthly from the treasury of the state, and in July of each year the whole amount so paid during the year ending the fourth of July shall be apportioned by the comptroller among the several companies, trustees, receivers, assignees, lessees, or other parties operating railroads and street railways in the state in proportion to the respective valuations of their property made and corrected for the purposes of taxation during the year next preceding, under the provisions of § 2424, who shall pay to the treasurer the amount so apportioned to them respectively.

1858.
Rev. 1898, §3419.
1901, ch. 156, §14.

§ 3883. Commissioners to have free passage. The commissioners shall have the right to pass free of charge, in the performance of their duties, on all railroads and street railways in the state, and to take with them any person in their official employment.

1874.
Rev. 1898, §3420.

§ 3884. General duties. The commissioners may at any time, and on the complaint in writing of five of the stockholders

§ 3884. Railroad commissioners have no powers of arbitration, and cannot render conditional judgments. 41 C. 355. Their duties are administrative rather than judicial. 43 C. 382.

or creditors of any railroad company assigning sufficient reason shall, examine the railroad of such company and all its appurtenances, engines, and cars, and its by-laws and rules; and in such examination shall pass over the road at a rate not exceeding six miles an hour, shall stop at each culvert, bridge, and piling, and examine the same, and shall examine the rails and ties in every mile, after notifying the company in writing of the time of such examination. They shall notify the company to make all repairs required within a time limited; shall make such rules as to platforms and outbuildings at stations as are for the public interest; may prescribe the time during which any ticket office shall be open for the sale of tickets, and no company neglecting to comply with such order shall receive more than the regular ticket price for fare; shall make necessary orders for compelling companies to furnish comfortable seats for passengers, and for regulating the manner in which companies shall manage their engines and cars at highway crossings; shall direct that suitable warning boards be put up at dangerous crossings; may require companies to maintain a gate across a highway at any crossing, and to provide an agent to open or close the same; shall, when two roads meet or intersect, at the request of the directors of the company owning either, prescribe rules relative to the exchange of passengers and baggage; and shall cause printed copies of §§ 3783 and 3784 to be kept posted up at all railroad stations, and may cause any other portion of the law relating to railroads to be posted as they may direct.

§ 3885. Notices concerning layout and real estate.

1849.
Rev. 1888, §3430.

Before the commissioners shall approve the layout of any railroad, or the taking of any real estate for the purposes of such road, or any change or alteration of the same, they shall give reasonable notice to all persons having an interest in such real estate to attend and be heard; and the appraisers shall cause a like notice to be given to all persons interested in such real estate. If any such person resides out of this state, or is a *feme covert*, infant, or *cestui que trust*, or is *non compos mentis*, any judge of the superior court may prescribe the notice to be given to such person.

§ 3886. Road not to be opened without certificate of commissioners. No part of any railroad or street railway shall

1856.
Rev. 1888, §3421.
1901, ch. 156, §1.

be opened for public travel unless the company operating such railroad or street railway shall first obtain a certificate signed by the commissioners that it is in a suitable and safe condition.

1850, 1856, 1862.
Rev. 1888, §3422.
1901, ch. 156, §2.

§ 3887. Commissioners to examine roads. The commissioners shall examine the several railroads and street railways in the state once in each year, and oftener when they deem that public safety so requires, and shall make a like examination of any railroad or street railway within the limits of any town, when so requested in writing by the selectmen of such town or by the authorities having control and supervision of the streets and highways therein, and shall see that such railroads and railways are kept in suitable repair, and that the companies operating them faithfully comply with all provisions of law.

1884.
Rev. 1888, §3484.

§ 3888. May order gates, flagmen, and signals. Penalty. The commissioners, when requested in writing, by the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, to order a gate or electric signal to be erected, or a flagman to be stationed at any railroad crossing within such town, city, or borough, shall visit such place, first giving the authorities making such request, and the company operating the road, reasonable notice thereof; and if they find that public safety requires it, shall order such company to maintain a gate or electric signal, or to keep a flagman at such place, or to do any other act necessary for the protection of the public, and may specify when such gate shall be opened and closed, or when a flagman shall be on duty, and may change any such order when they deem it necessary, first visiting the town, city, or borough in which such crossing is located, and there giving the authorities thereof and such company an opportunity to be heard. If any such company shall neglect to station flagmen or maintain gates or electric signals as ordered by the commissioners, or shall neglect to comply with any order of the commissioners made pursuant to this section, it shall forfeit to the state fifty dollars for each day of such neglect.

1883, 1884.
Rev. 1888, §3425.
1889, ch. 216.

§ 3889. Notice of decision. Appeal. When the commissioners, on application as provided in § 3888, shall make or refuse to make an order, their decision shall be communicated to

§ 3886. Unless ordered by commissioners, only such safeguards as the statute requires need be furnished. 57 C. 23.

the parties in interest within thirty days from the final hearing, and any party aggrieved by such decision may appeal therefrom to the superior court in the manner provided for appeals in § 3747 and with like effect. In all cases in which, on appeal as aforesaid, an order shall be passed by the superior court, said court may, at any time upon the application of any party, with due notice to adverse parties, annul or vary such order; *provided*, that said court shall find that there has been a change of circumstances surrounding such crossing.

§ 3890. Orders for heating and lighting cars. The commissioners may make all orders which shall seem to them to be required by public safety, relating to heating and lighting passenger cars, and shall report any neglect by any railroad company to comply with such orders, to the general assembly at its next regular session. 1887.
Rev. 1888, §3560.

§ 3891. Use of highway for switching restricted. The commissioners may forbid any railroad company to use for switching purposes or standing trains such portion of its tracks upon or across any highway as in their opinion public convenience requires should not be so used; and they may limit the number of tracks which a company may lay upon or across a highway for side tracks or switching purposes, and may order any such company to remove such of the side tracks or switching tracks now laid upon or across any highway as the commissioners may deem public convenience or safety requires should be removed. 1884.
Rev. 1888, §3492.

§ 3892. Use for switching regulated on petition; appeal. Said commissioners, when requested in writing by the selectmen of any town, the mayor of any city, or the warden of any borough, to forbid the use for switching purposes of the tracks of any company where the same cross any highway within such town, city, or borough, shall visit such crossing, first giving reasonable notice to the authorities making such request and to such company, and, if they find that public convenience requires, shall order the company operating such railroad not to use the same, or such part thereof as may be specified in said order, for switching purposes, and may make any order regulating such switching that they shall deem proper; and, upon like application and notice, shall make such orders in regard to the laying 1884.
Rev. 1888, §3493.

of side tracks or tracks for switching purposes upon or across such highways, or for the removal of such tracks already laid, as they may judge proper. The commissioners may change any such order, after giving such town, city, or borough, and such company an opportunity to be heard. When the commissioners, on application as aforesaid, shall make or refuse to make an order, their decision shall be communicated to the parties in interest within twenty days from the final hearing, and any party aggrieved by such decision may appeal to the superior court in the manner provided for appeals in § 3747, and with like effect. The superior court may upon application of any party, with due notice to adverse parties, amend or change any order passed as aforesaid.

1888.
Rev. 1898, §3498.

§ 3893. General orders regarding crossings. Penalty.

The commissioners may make orders for the regulation of the speed at which locomotives and cars shall cross highways, and generally may make all orders which they deem necessary or proper to prevent inconvenience to the public relating to the crossing or obstruction of highways by locomotives and cars. Every company which shall violate any such order shall forfeit to the state fifty dollars for each day of such violation.

1896, ch. 188.

§ 3894. Speed of trains in cities and boroughs.

The power to regulate the speed of railroad trains within the limits of cities and boroughs shall be vested exclusively in the board of railroad commissioners.

1868.
Rev. 1898, §3496.
1901, ch. 156, §9.

§ 3895. Recommendations by commissioners.

The commissioners shall, from time to time, recommend to the several companies operating steam railroads and street railways in this state, or to any of them, the adoption of such measures and regulations as such commissioners deem conducive to the public safety or interest; and shall report to the next general assembly any neglect on the part of any such company to comply with any such recommendation.

1878.
Rev. 1898, §3497,
3498.

§ 3896. Guard rails on bridges. Penalty.

When the commissioners shall deem it necessary for the safety of persons traveling upon any railroad in this state that guard rails or any other appliances to secure safety should be placed upon any bridge used by the company operating such railroad, the commissioners may order such company to place such guards upon such

bridge as they may deem necessary and proper. Every such company which shall neglect or refuse to comply with such order shall forfeit to the state twenty-five dollars for each day of such neglect or refusal.

§ 3897. When officers or company may be enjoined.

If, upon examination of any railroad or the affairs of any railroad company, the commissioners shall be of opinion that such road is in such condition, or that the affairs of such company are so conducted, as to endanger public safety, or that the company has violated the law or refused to obey the directions of said commissioners or of the superior court, or any judge thereof, they may within one year after said examination make application to any judge of such court for an injunction to restrain any person from exercising or attempting to exercise the duties of any officer in such company; and such judge may proceed thereon as the superior court may do on complaints for injunctions.

1883.
Rev. 1886, §3429.

§ 3898. Commissioners may examine witnesses.

The commissioners may summon and examine under oath such witnesses as they may think proper in relation to the affairs of any railroad company or street railway company; and whoever shall refuse, without justifiable cause, to appear and testify, or shall in any way obstruct any railroad commissioner in the discharge of his duty shall be fined not more than one thousand dollars, or imprisoned not more than one year, or both. The fees of witnesses summoned by the commissioners to appear before them under the provisions of this section, and the fees for summoning such witnesses, shall be taxed by the commissioners and paid by the state treasurer upon the order of the comptroller.

1873, 1881.
Rev. 1886, §3430,
8481.
1901, ch. 156, §15.

§ 3899. Commissioners' report. The commissioners shall make an annual report of the general conduct and condition of all railroads and street railways in the state, and of every violation of law by any company owning or operating any such railroad or street railway, and shall embody in their report such suggestions for legislation as they may think proper.

1883, 1876, 1883.
Rev. 1886, §3432.
1895, ch. 204.
1901, ch. 156, §10.

§ 3900. Penalty for disregard of order. When any railroad company fails to comply with any lawful order of the commissioners relating to any highway crossing or portion of a railroad within any town in this state, for which failure no other

1884.
Rev. 1886, §3496.

penalty is provided, such company shall forfeit to the town, within which is situated that portion of the railroad in reference to which the order is made, the sum of one hundred dollars for every such failure, to be recovered in an action to be brought within sixty days after the right of action shall accrue.

1864.
Rev. 1866, §3497.

§ 3901. Recovery of forfeitures to state. All forfeitures, not otherwise provided for, accruing to the state from any railroad company by reason of its neglect or refusal to comply with the orders of the commissioners, shall be recovered by the state treasurer in an action upon the respective statutes providing for such forfeitures.

General Penalty.

Rev. 1866, §3907.

§ 3902. Penalty. Every person who shall violate any provision of this title, for which no other penalty is prescribed or provision made, shall be fined not more than five hundred dollars.

TITLE THIRTY.— CHAPTER 226.

1875.
Rev. 1888, §3959.

§ 4034. Deeds of railroad companies. Whenever any railroad company shall make and properly execute a deed in fee simple of any lands, which said company has derived by purchase, said deed shall effectually convey the title to said lands to the absolute use of the grantee.

1846.
Rev. 1866, §3971.

§ 4047. No right to railroad or canal land by adverse possession. If the owner or occupant of any land adjoining any railroad or canal has, since the tenth of June, 1831, taken, or shall take, into his enclosure any part of the land belonging to said railroad or canal, as located and established, or since that time has erected, or shall erect, any building upon any such land, no adverse possession of the land so enclosed or built upon shall confer any title thereto.

1905, ch. 1.

Railroad and railway companies. § 1. No length of possession, user, or occupancy of land belonging to a railroad or street railway corporation and used for its corporate purposes shall hereafter create or continue any right in or to such land.

§ 2. No length of possession, user, or occupancy by a railroad or street railway corporation of land belonging to another shall hereafter create or continue any right in or to such land.

TITLE THIRTY. — CHAPTER 230.

§ 4068. Use of barbed wire regulated. No barbed wire shall be used within five feet of the ground along any sidewalk or public highway, without the written consent of a majority of the selectmen of the town, the members of the common council of the city, or the warden and burgesses of the borough, in which such sidewalk or highway is situated. 1886.
Rev. 1888, §2374.

§ 4069. Barbed wire between adjoining premises. No person or corporation shall use barbed wire in the construction of fences, or have barbed wire upon existing fences, between their own premises and those of an adjoining proprietor, within twenty-five rods of any house or barn belonging to such proprietor, without first obtaining his written consent. Every person or corporation violating any provision of this section shall be fined not more than one hundred dollars. 1899, ch. 126.

§ 4070. Use of barbed wire prohibited. No barbed wire shall be used in the construction of fences, or retained upon existing fences, connected with or enclosing the grounds of any public school or public building. Every person who shall violate any provision of this section shall be fined not more than one hundred dollars. 1889, ch. 143.
1897, ch. 52.

TITLE THIRTY-ONE. — CHAPTER 232.

§ 4117. Unclaimed damages for land taken to be paid to state treasurer. When land shall be taken for railroad purposes, or for any other use public in its character, and the amount found due by the court as damages for taking said land shall be deposited with a county treasurer for the use of the owner of the land so taken, and such deposit shall not be claimed and taken by the owner thereof for the term of three years from the time such deposit is made, it shall be the duty of the county treasurer to pay such deposit to the treasurer of the state, to be by him kept for the persons owning the same, their heirs and assigns; and such payment shall be a discharge to said county treasurer of any liability for such deposit. 1880.
Rev. 1888, §1988.

TITLE THIRTY-TWO. — CHAPTER 233.

§ 4140. Lien on railroad for services or materials in construction. If any person shall have a claim for materials 1871.
Rev. 1888, §3022,

furnished or services rendered for the construction of any railroad, or any of its appurtenances, under any contract with or approved by the corporation owning or managing it, such railroad shall, with its real estate, right of way, material, equipment, rolling stock, and franchises, be subject to the payment of such claim; and said claim shall be a lien on said railroad, railroad property, and franchises, and such lien shall be asserted, perfected, and foreclosed in all respects in accordance with the provisions of §§ 4136, 4137, 4138, and 4139, except that the certificates of the lien and of its discharge shall be filed in the office of the secretary of state, who shall record them in a book kept for that purpose.

TITLE FIFTY-SIX. — CHAPTER 283.

1878.
Rev. 1898, §3696.

§ 4800. Board of civil engineers. The member of the board of railroad commissioners who is a civil engineer, and one civil engineer residing in each congressional district in this state, to be appointed by him, shall constitute a board of civil engineers, and have the supervision of all dams and reservoirs now existing or hereafter constructed in any locality where, by the breaking away of the same, life or property may be in danger.

1878.
Rev. 1898, §3697.

§ 4801. Term of office; fees. The members of said board shall be sworn to faithfully and impartially perform the duties imposed upon them by this chapter, and shall continue in office for the term of two years and until others are appointed in their stead. They shall each receive ten dollars per day and all necessary and reasonable expenses while actually employed.

1878.
Rev. 1898, §3698.

§ 4802. Inspection of dams; notice; expenses. The mayor and aldermen of any city, the warden and burgesses of any borough, or a majority of the selectmen of any town, upon the application of two or more persons or corporations who would suffer loss or damage by the breaking away of any dam or reservoir within said city, borough, or town, shall forthwith inspect the same, and if in their opinion said dam or reservoir is not sufficiently strong and substantial to withstand the action of water under any circumstances which may reasonably be expected to occur, they shall at once notify one or more of the board of civil engineers to inspect the said dam or reservoir with them, and if in the judgment of said engineer said dam or reservoir is unsafe, such municipal authorities shall serve notice on the per-

son owning or having the care and control of the same to place said dam or reservoir in a safe or permanent condition, under the supervision of one of said board of civil engineers; when such repairs are completed and accepted by said civil engineer he shall issue a certificate to said persons owning or controlling the same, and also cause to be recorded upon the records of the town in which said dam is located his doings with a copy of the certificate so issued; but if said engineer shall find said dam or reservoir to be secure and safe, then the expense of such inspection shall be paid by the town in which said dam or reservoir is located.

§ 4803. Approval of new dams. Before any person or corporation shall construct a dam or reservoir in a locality where life or property may be endangered through the insufficiency thereof, the plans and specifications for such dam or reservoir shall be submitted to a member of said board of civil engineers, who shall examine the ground where the dam or reservoir is to be built and the plans and specifications therefor; if he approve the same, he shall issue a certificate authorizing the construction of such dam or reservoir. No such dam or reservoir shall be constructed without such approval and certificate.

1878.
Rev. 1888, §3899.

§ 4804. Inspection of work; certificate of approval. The engineer, under whose authority a dam or reservoir is being constructed, shall inspect the work or cause the same to be inspected at least three times before completion; and if he shall be satisfied that such dam or reservoir has been built in a substantial and safe manner, in accordance with the plans and specifications approved by him, and is strong and secure, he shall issue a certificate approving the same, which certificate shall be recorded in the office of the town clerk of the town in which such dam or reservoir is located. No such dam or reservoir shall be used until such certificate is obtained and recorded.

1878.
Rev. 1888, §3700.

§ 4805. Compensation. The compensation and expenses of the board of engineers, or any of them, when acting under the provisions of §§ 4802, 4803, or 4804, shall be paid by the person owning or constructing the dam or reservoir.

1878.
Rev. 1888, §3701.

§ 4806. Penalty. Every person who shall build any dam or reservoir except in compliance with the provisions of this chapter, or shall use a dam or reservoir when constructed before he shall have obtained a certificate as provided in § 4804, shall forfeit five hundred dollars for the use of the state. Any per-

1878.
Rev. 1888, §3702.
1892, ch. 213.

son constructing a dam or reservoir, or using any such dam or reservoir when constructed without complying with the provisions of §§ 4803 and 4804, may be enjoined from constructing or using any such dam or reservoir.

1878.
Rev. 1888, §3708.
1893, ch. 212.

§ 4807. State's attorney to sue for penalty. The state's attorney of the county in which such dam or reservoir may be located, upon the complaint of any engineer designated under the provisions of this chapter shall institute an action to recover such forfeiture and to enjoin the construction and use of such dam or reservoir. The superior court may render all judgments necessary to carry into effect the provisions of this chapter.

TITLE FIFTY-EIGHT. — CHAPTER 285.

1893, ch. 119, §1.

§ 4866. Conditional sale of railway equipment to be recorded. In any contract for the sale of railroad or street railway equipment, or rolling stock, it shall be lawful to agree that the title to the property sold, or contracted to be sold, although possession thereof may be delivered immediately or at any time or times subsequently, shall not vest in the vendee until the purchase price shall be fully paid, or that the vendor shall have and retain a lien thereon for the unpaid purchase money. In any contract for the leasing or hiring of such property, it shall be lawful to stipulate for a conditional sale thereof, at the termination of such contract, and that the rentals or amounts to be received under such contract may, as paid, be applied and treated as purchase money, and that the title to the property shall not vest in the lessee or bailee until the purchase price shall have been paid in full, and until the terms of the contract shall have been fully performed, notwithstanding delivery to and possession by such lessee or bailee; *provided* that no such contract shall be valid as against any subsequent attaching creditor, or any subsequent *bona fide* purchaser for value and without notice, unless the same be evidenced by an instrument executed and duly acknowledged by the parties thereto before some person authorized by law to take acknowledgment of deeds, and in the same manner as deeds are acknowledged, and duly recorded in the office of the secretary of state, nor unless each locomotive engine, or car, so sold, leased, or hired, or contracted to be sold, leased,

§ 4866. Cited 63 C. 439.

or hired, as aforesaid, shall have the name of the vendor, lessor, or bailor, plainly marked on each side thereof, followed by the word "owner," or "lessor," or "bailor," as the case may be.

An Act Concerning Corporations.

PART I.

GENERAL PROVISIONS.

§ 1. Application. The provisions of this part shall apply to all corporations heretofore and hereafter organized under any general or special law of this state, except when otherwise expressly stated, but shall not be held or construed to alter or affect any provision of any special charter inconsistent herewith, except as provided in section 37 of this act.

1903, ch. 194.

§ 2. Name and location. The name of every corporation hereafter formed shall be such as to distinguish it from any other corporation organized under the laws of this state and from any other corporation engaged in the same business or promoting or carrying out the same purposes in this state, and every such name shall begin with "The" and end with "Company" or "Corporation," or have the word "Incorporated" immediately after or under the name. Every corporation shall be located in some town in this state.

§ 3. General powers. Every corporation shall have power, subject to such provisions and limitations as may be contained in its charter, certificate of incorporation, articles of association, or in any statute affecting it: (1) To have succession by its corporate name for the time stated in its charter, certificate of incorporation, or articles of association, and, when no period is limited, perpetually: (2) To sue and be sued and complain and defend in any court: (3) To make and use a common seal and alter the same at pleasure: (4) To hold, purchase, sell, and convey such real and personal estate as the purposes of such corporation shall require, and all other property which shall have been in good faith mortgaged or conveyed to it by way of security or in satisfaction of debts or by purchase at sales upon judgments or decrees obtained for such debts: (5) To elect or appoint, in such manner as it may determine, all necessary or proper officers and agents

and to fix their compensation and define their powers and duties: (6) To make by-laws, consistent with law, fixing the number of its directors and for its government, the regulation of its affairs, and the management of its property: (7) To wind up and dissolve itself, or to be wound up and dissolved, in the manner provided by law.

§ 4. Power to transact business outside the state.

Every corporation organized under the provisions of this act, and every corporation heretofore or hereafter organized under any general or special law of this state, shall have power, subject to the limitations of its charter, certificate of incorporation, articles of association, or any statute affecting it, to carry on business in any state or territory of the United States, or in any foreign country, if not prohibited by the laws of such state or territory or foreign country.

§ 5. Dividends restricted. No corporation shall pay any dividend or make any other distribution of its assets except from its net profits or actual surplus, unless in accordance with the law allowing the reduction of stock, or upon the dissolution of the corporation. The secretary shall enter the name of every director voting for any dividend, or any other distribution of the assets, upon the records of the corporation. Every director voting for a dividend or other distribution of assets in violation of this section shall be fined not more than five hundred dollars. If such payment or distribution renders a corporation insolvent, the directors so voting shall be jointly and severally liable, to the amount so paid or distributed, to any creditors existing at the date of such vote who shall obtain judgment against such corporation on which execution shall be returned unsatisfied. No such dividend shall be paid or distribution made unless duly voted by the directors of the corporation.

§ 6. Liability for causing insolvency by reducing stock. In case the reduction of the capital stock of any corporation shall render it insolvent, at the time of such reduction, the stockholders voting in favor of such reduction shall be jointly and severally liable, to the amount of such reduction, for all debts of the corporation existing at the time of such vote, after judgment has been obtained against the cor-

poration and execution has been returned unsatisfied. The records of the corporation shall show the name of every stockholder voting in favor of such reduction. No such reduction shall be valid unless the names of the assenting stockholders appear of record as aforesaid, nor unless, within thirty days from the date of the vote authorizing such reduction, a copy of the certificate filed in the office of the secretary of the state shall be published twice a week for two successive weeks in a newspaper published in this state and having a circulation in the town in which such corporation is located.

§ 7. New certificates. The directors, after a reduction of capital stock, may require each stockholder to return his old certificate, and upon the return thereof shall issue a new certificate for the number of shares to which he is entitled after the reduction; and such corporation, after such reduction, may increase its capital stock to any amount authorized in its charter, certificate of incorporation, articles of association, or in any statute affecting it.

§ 8. Loans to officers restricted. No officer or director of any manufacturing corporation shall borrow any of the funds of the corporation or use the same for any purpose other than the business of the corporation without paying interest to such corporation for the use of such money, and without a majority vote of all the directors of such corporation and without furnishing adequate security for such loan.

§ 9. Profits may be shared with employees. Any corporation organized after May thirty-first, 1886, may by its board of directors distribute to the persons employed in its service, or any of them, such portion of the profits of its business as said board may deem just and proper. Any corporation organized on or prior to May thirty-first, 1886, may give to its board of directors the power to make such distribution by a majority vote of all the stockholders at a meeting warned and held for the purpose.

§ 10. Directors. The property and affairs of every corporation having a capital stock shall be managed by three or more directors, except that the charter of a specially chartered corporation may provide otherwise. Such directors

shall be stockholders, except as hereinafter provided, and shall be chosen annually by the stockholders at such time and place as may be provided by the by-laws, and shall hold office for one year and until others are chosen and qualified in their stead; but the original or amended certificate of incorporation of any corporation to which the Corporation Act of 1901 now applies may provide for the classification of the directors, either as to their term of office, or as to their election by one or more classes of stockholders exclusively, or both; provided, that no director shall be elected for a shorter term than one year nor for a longer term than five years and the classification shall be such that the term of one or more classes shall expire each succeeding year. The directors or trustees of any corporation, or the governing board of any corporation having no directors or trustees, may fill any vacancy in their own number for the unexpired portion of the term or until such corporation shall fill such vacancy. A majority of the directors shall constitute a quorum for the transaction of business unless it is provided in a by-law adopted by a stockholders' meeting that less than a majority shall constitute a quorum. The board of directors of any corporation, by the affirmative vote of a majority of the whole board, may appoint from the directors an executive committee and such other committees as they may deem judicious, and, to such extent as shall be provided in the by-laws, may delegate to such committees any of the powers of the board of directors. If any corporation holds any stock in any other corporation, one director or executive officer of the corporation holding the stock as aforesaid may be chosen director of such other corporation whether he is a stockholder in such other corporation or not, but not more than one director or executive officer of the corporation holding the stock shall be a director in the other corporation unless eligible as a stockholder therein. At least once in each year the directors of every corporation shall make a full and detailed report of the financial condition of the corporation to its stockholders, which report shall be filed with the treasurer of the corporation, or, if there be no such officer, with the president, and be subject to the inspection of the stockholders at all reasonable times. Such report shall contain a statement of the number of shares of stock and the amount of other securities issued by any other

corporation and owned by the corporation making the report, with the name and location of such other corporations. Subject to the by-laws adopted by the stockholders, the directors of any corporation may make and alter by-laws.

§ 11. Corporation may acquire its own stock. Any corporation not prohibited by any provision in its charter, articles of association, or certificate of incorporation or by any general law, except a bank, trust company, or life insurance company, may acquire, purchase, and hold the stock or securities of any other corporation. Any such corporation, except a bank, trust company, or life insurance company, may acquire, purchase, and hold its own stock. No corporation shall acquire, purchase, and hold its own stock unless to prevent loss upon a debt previously contracted, except with the approval of stockholders owning three-fourths of its entire outstanding capital stock given at a stockholders' meeting warned and held for the purpose; and such corporation shall not vote upon shares of its own stock. No corporation shall purchase any of its own stock when it is insolvent, or by such purchase render itself immediately insolvent. If any corporation shall purchase its own stock when it is insolvent, or so render itself immediately insolvent, the directors assenting to such purchase shall be personally liable for any debts of such corporation existing at the time of such purchase. The president and treasurer of every corporation acquiring its own stock under the provisions of this section shall, within six months thereafter, make, sign, and swear to and file in the office of the secretary of the state a certificate stating the number of shares of its own stock so acquired, and the secretary shall thereupon record such certificate in a book kept by him for that purpose.

§ 12. Receipts for payment of stock subscriptions; directors' liability. No corporation shall issue any certificates for stock until the stock has been subscribed and paid for in full. The treasurer of such corporation shall issue and deliver to each subscriber a receipt, countersigned by the secretary and under the corporate seal, stating the amount such subscriber has paid on his subscription, and the number of shares of full paid and non-assessable stock for which he or his transferee, upon the payment of the balance due upon

his said subscription, will be entitled to receive a certificate. Said officers shall enter upon such receipt the dates and amounts of all subsequent payments. The persons to whom such receipts are issued shall be deemed to be stockholders. If any stock shall be paid for otherwise than in cash, a majority of the directors shall make and sign upon the record book of the corporation a statement showing particularly of what the property received in payment for stock subscriptions consists, and that it has an actual value equal to the amount for which it is so received. The judgment of the directors as to the value of property accepted in payment of stock shall be final; but the directors concurring in the judgment of such value, in case of fraud in the over-valuation of such property, shall be jointly and severally liable to the corporation for the amount of the difference between the actual value of any property so accepted in payment at the time of such acceptance, and the amount for which it is received in payment. The secretary shall keep a record of the names of the directors concurring in such judgment of value.

§ 13. Calls for stock subscriptions. The directors of every corporation may call in the subscriptions to its capital stock by instalments in such proportion and at such times and places as they think proper, provided they give its subscribers or stockholders such notice as the by-laws provide, or, in the absence of such provision, such notice as they deem reasonable, of the amount of such instalments and the time when they are payable.

§ 14. Stock subscriptions not made in good faith. When any commissioners or incorporators authorized to receive subscriptions to the capital stock of any corporation shall be satisfied that any subscription is not made in good faith, they shall disallow it, and return to the person subscribing such instalment as has been paid by him.

§ 15. Stock certificates. Upon payment in full for his stock and the surrender of treasurer's receipts, if any, each stockholder shall be entitled to a certificate under the seal of the corporation, which shall be signed by the president or vice-president and by the secretary or assistant secretary or the treasurer or assistant treasurer, certifying the number of shares owned by him in such corporation.

§ 16. Stockholders' liability. Every stockholder, whether an original subscriber or not, shall be liable for any balance due on the stock held by him. If a corporation is placed in the hands of a receiver or a trustee in insolvency or bankruptcy, such receiver or trustee shall have the powers of the board of directors in calling in instalments on stock. If a creditor of a corporation shall obtain a judgment against it, and execution thereon shall be returned unsatisfied, such creditor may recover from any stockholder in such corporation the balance remaining due and unpaid on any stock held by him, so far as may be necessary to satisfy the debt. No subscriber for or holder of stock shall be liable as such for any payment of such stock, or for any debt of the corporation, after the par value of his stock has been paid.

§ 17. Fractional shares or rights. No certificate for fractions of shares shall be issued. Whenever fractional rights result from an increase or reduction of capital stock and the stockholders fail to combine the same by purchase or sale, the directors shall, after due notice, sell such rights to the highest bidder and issue proper certificates therefor.

§ 18. Stock books. At least three days before every stockholders' meeting, a complete list of the stockholders entitled to vote, arranged in alphabetical order, shall be prepared by the directors. Such lists shall be open to inspection by any stockholder at the time and place of the meeting. Upon the neglect or refusal of the directors to produce such list at any meeting, they shall be ineligible for election as directors or to any office in such corporation for one year thereafter. The stock ledger, if there be one, otherwise the transfer books of the corporation, shall be *prima facie* evidence as to who are stockholders. The original or duplicate books of any corporation in which the transfers of stock shall be registered, and the original or duplicate books containing the names and addresses of the stockholders and the number of shares held by them respectively, shall, at all times during the usual hours of business, be open to the examination of every stockholder at its principal office or place of business in this state, and such original or duplicate books shall be evidence in all courts of this state.

§ 19. Lost certificates. Every corporation may issue a new certificate of stock, or treasurer's receipt for payment on subscription for stock, in place of any certificate or receipt issued by it which is claimed to have been lost or destroyed, and the directors may, in their discretion, require the owner of a lost or destroyed certificate or receipt, or his legal representatives, to give bond to the corporation in such sum as the directors may direct, not exceeding twice the value of the stock or receipt, to indemnify the corporation against any claim that may be made against it on account of the issue of such new certificate or receipt; and a new certificate or receipt may be issued without requiring any bond when, in the judgment of the directors, no bond is necessary. The superior court in the county wherein such corporation is located shall, for due cause shown, upon complaint of the owner of a lost or destroyed certificate or treasurer's receipt, order the delivery to him by said directors of a new certificate or receipt in lieu thereof, and may require a proper bond for the protection of the corporation and of any person who may be interested in the lost certificate or receipt.

§ 20. Pledge of stock. Shares of stock in any corporation organized under the laws of this state or of the United States, or treasurer's receipts for payment on subscription to the stock of any corporation organized under the laws of this state, may be pledged by delivering the certificate of such stock or such receipt to the pledgee, with a power of attorney for its transfer; but no such pledge shall be effectual to hold such stock against any person other than the pledgor, his executor, or administrator, unless there shall be an actual transfer of the same upon the books of the corporation, or unless a copy of such power of attorney shall be filed with the corporation.

§ 21. Stock transfer; corporation lien. The stock of every corporation, except when otherwise provided in the charter of a specially chartered corporation, shall be personal property, and, with the treasurer's receipt for payments on stock subscriptions, shall be transferable only on its books in such form as the by-laws shall prescribe. Whenever any transfer of stock shall be made for collateral security, the entry of the transfer on the books of the corporation shall

state that it is made for collateral security. Every corporation shall at all times have a lien upon all of its stock owned by any person for all debts, including instalments duly called in, due to it from him, and may sell the debtor's interest in said stock, or in so much thereof as may be necessary to discharge such indebtedness and the expense of such sale, at public auction at any time after the debt secured thereby becomes due and payable, upon giving to the stockholder, his executor, or administrator, and if there be none, his heir-at-law, a written notice, by mail, of at least twenty days and advertising such sale at least twice in a newspaper of this state having a circulation in the town where such corporation is located, not less than one week prior to the date of sale. Any surplus arising from such sale shall be paid to the stockholder.

§ 22. Calls for meetings; changes in by-laws. All stockholders' meetings shall be held in this state and, except the first, at such time and place as shall be provided in the by-laws. A written or printed notice of every such meeting, stating the day, hour, and place thereof, shall be given by the president or secretary to each stockholder, by leaving such notice with him or at his residence or usual place of business, or by mailing it to him at his last known post office address, at least five days before such meeting. At any such meeting by-laws may be adopted, or the by-laws previously adopted may be altered or repealed. No by-law shall be adopted, and no existing by-law shall be amended or repealed, unless written notice of such proposed action shall have been given in the call for the meeting at which such adoption, amendment, or repeal is to be acted upon.

§ 23. Special meetings how called; waiver. The president of every corporation may, and upon the written request of three or more members of a corporation having no capital stock, or of one or more stockholders holding at least one-tenth of the capital stock of a corporation having capital stock, shall, call a special stockholders' meeting and cause legal notice thereof to be given. In case of the neglect or refusal of the president to call a meeting on such request,

such stockholders may call the same. Whenever under any of the provisions of this act a corporation is authorized to take any action after notice to its stockholders or after the lapse of a prescribed period of time, such action may be taken without notice and without the lapse of any period of time if such action be authorized and such requirements be waived in writing by every stockholder of such corporation or by his attorney thereto authorized.

§ 24. Failure to hold meeting or elect officers.

Whenever any corporation shall have failed to hold its annual meeting or to elect officers thereat, and no provision is contained in its charter, articles of association, certificate of incorporation, or by-laws, or is made by law, otherwise than is provided in this section for such contingency, the officers of such corporation shall hold office until others shall be chosen in their stead, and a special or annual meeting may be called by the persons whose duty it is to call the annual meeting, or, on the neglect or refusal of such persons, by not less than three of the members of a corporation having no capital stock, or by the holders of one-tenth of the capital stock of corporations having capital stock, by giving in writing such notice as is required in calling the annual meeting, and at such meeting the necessary officers may be elected, and the failure aforesaid shall not impair the rights of such corporation. Nothing in this section shall revive any corporation whose powers may have expired for any cause other than that hereinbefore named or any corporation which in fact shall have abandoned and ceased to exercise its powers and franchises.

§ 25. Stockholders' vote; proxies.

At all stockholders' meetings stockholders may vote in person or by an attorney duly authorized by a written power. Every share of stock shall entitle the holder thereof to one vote except when otherwise provided in its charter or certificate of incorporation or in any statute affecting it, and persons holding stock in a fiduciary capacity and pledgors of stock shown to be such by the record of transfer shall have the same voting rights upon shares of stock so held as any holder of such shares would have, except that pledgors in the transfer of stock may expressly empower the pledgees to vote thereon. No proxy

hereafter made shall be valid after the expiration of eleven months from the date of its execution.

§ 26. Receivership of corporation. Whenever any corporation having a capital stock has wilfully violated its charter or exceeded its powers, or whenever there has been any fraud, collusion, or gross mismanagement in the conduct or control of such corporation, or whenever its assets are in danger of waste through attachment, litigation, or otherwise, or such corporation has abandoned its business and has neglected to wind up its affairs and to distribute its assets within a reasonable time, or whenever its stockholders or directors have voted to discontinue its business, or whenever any good and sufficient reason exists for the dissolution of such corporation, any stockholder or stockholders owning not less than one-tenth of its capital stock or, in the case of a corporation not having capital stock, any member of such corporation may apply to the superior court in the county wherein such corporation is located, for the dissolution of such corporation and the appointment of a receiver to wind up its affairs. Such court may, if it finds that sufficient cause exists, appoint one or more receivers to wind up the business of such corporation, and may at any time, for sufficient cause shown, make a decree dissolving such corporation and terminating its corporate existence. Whenever such decree of dissolution is passed, it shall be the duty of the receiver or receivers to cause a certified copy thereof to be filed in the office of the secretary of the state, and said secretary shall thereupon record such certified copy in a book kept by him for that purpose. Such court, in every case in which it appoints a receiver, shall by its order limit a time, which shall not be less than four months from the date of such order, within which all claims against such corporation shall be presented, and all claims not presented within such time shall be forever barred. When such receivership shall be terminated by the court, the receiver or receivers shall file with the secretary of the state a certificate similar to the final certificate required of directors in section 34 of this act, and said secretary shall thereupon record such certificate in a book kept by him for that purpose.

§ 27. Sale of property and franchises. Said court may, in its discretion, in lieu of decreeing the dissolution of such corporation, order the receiver to sell its property and franchises; and the purchaser thereof shall succeed to all of the rights and privileges of such corporation, and may reorganize the same under the direction of said court. At any sale of such property at public auction, the court may, in its discretion, authorize the receiver to accept in payment duly allowed claims against such corporation, at a proper valuation.

§ 28. Appraisal and purchase of minority stock interest. Whenever a stockholder or stockholders holding not less than one-tenth of the whole amount of the capital stock of any corporation shall petition for its dissolution and the appointment of a receiver, pursuant to section 26 of this act, any other stockholder or stockholders may apply to said court for a valuation of the stock held by the petitioner by an appraiser to be appointed by the court. Said court may, for sufficient cause shown, appoint one or more persons to appraise such stock, who shall forthwith hear the parties interested, determine the value of the petitioner's stock, and file the appraisal with the clerk of said court. Said clerk shall at once give written notice to the parties interested that such appraisal has been filed, and, within ten days after the giving of such notice, the applicant for an appraisal shall file with said clerk a writing stating whether he elects to buy the petitioner's stock at the appraisal, and, if he does elect to buy it, he shall at the same time deposit the amount of such appraisal in money, or certified check, with said clerk, who shall forthwith notify the petitioner of the filing of such election and of the deposit. If such deposit is made as provided herein, said petition for a dissolution of the corporation and the appointment of a receiver shall be dismissed upon motion of such depositor. Such deposit shall be paid over to the petitioner by the clerk, on receipt of the certificates of his stock duly indorsed for transfer, to be delivered to the depositor. If such certificates are not so indorsed and received within thirty days from the time of such deposit, the money or check shall be returned to the depositor. If the applicant for appraisal shall fail to make such deposit, said action may proceed to final judgment. The expenses of the ap-

praisal shall be taxed by the court, and shall be paid by the stockholders applying for such appraisal, if they fail to deposit the amount of the appraisal required as aforesaid, but otherwise shall be taxed against the corporation and added to the final costs in the case.

§ 29. Voluntary dissolution after commencing business. Whenever the directors of a corporation shall vote to terminate its corporate existence, they shall forthwith call a special meeting of the stockholders, to be held not less than thirty nor more than forty days from the date of such call. Such call shall contain a copy of such vote and shall be published once a week for four weeks next preceding such meeting, in a newspaper of this state having a circulation in the town where such corporation is located, and a copy thereof shall be sent by mail to the last known address of each stockholder. If, at such meeting of the stockholders, three-fourths in interest of each class of stock issued shall vote to confirm such vote of the directors, the directors shall proceed forthwith to wind up the affairs of such corporation. If every stockholder shall sign and acknowledge, before an officer authorized to take acknowledgments of deeds, an agreement among stockholders that the corporate existence of such corporation shall be terminated, the vote of the directors and the confirming vote of the stockholders aforesaid may be dispensed with.

§ 30. Directors trustees to wind up business. The directors of a corporation whose existence is to be terminated pursuant to the vote or assent of its stockholders, as provided in section 29 of this act, shall be trustees to close up the business of such corporation. They shall forthwith prepare an inventory of its assets, make a list of its creditors with the amounts due to each, and collect its bills and accounts receivable. They shall, within two weeks after the date of the stockholders' vote of confirmation or agreement to dissolve the corporation, send a written notice of the proposed dissolution to every known creditor of such corporation warning him to present his claim and stating to whom and at what place such claim may be presented. They shall in such notice limit the time within which such claims shall be presented, which shall not be less than four months after

the date of such stockholders' vote or agreement. They shall also publish, in some newspaper published in this state and having a circulation in the town where such corporation is located, a copy of such notice. Within one year from the date of such stockholders' vote or agreement the trustees shall sell all of the property of such corporation except money and uncollected accounts in litigation, at private sale or public auction. As soon as practicable, the trustees shall pay, in full or *pro rata*, all claims against such corporation which have been allowed by them or which may be found to be due by any proper tribunal and shall distribute the balance of the assets, if any, among the stockholders of such corporation.

§ 31. Application to the court. Such trustees may, in their discretion, bring their application to the superior court for the county within which such corporation is located, or to any judge of the superior court when such court is not in session, setting forth the facts of such proposed dissolution and praying the court, or such judge, to limit a period within which all claims against such corporations must be presented, and such court or judge may make an order limiting the time within which claims must be presented, which shall not be less than four months from the date of such order. Such trustees shall proceed to wind up the affairs of the corporation, in accordance with the provisions of section 30 of this act, under the direction of the court in the same manner as if they were receivers. The court may, for cause shown, extend the period within which the trustees shall sell the property of the corporation.

§ 32. When claims shall be barred. All claims not presented within the time limit in accordance with the provisions of sections 30 and 31 of this act shall be barred and any claim so presented and disallowed by such trustees shall be barred unless the owner thereof shall commence an action to enforce the same within four months after such trustees shall have given him written notice of its rejection.

§ 33. Creditors not to interfere with control of property. No creditor shall, by attachment or by any process or proceeding, interfere with the custody, control, or disposition of the property of the corporation by its directors acting

as trustees for the winding up of the corporate affairs under the provisions of this act. But any creditor, pending such winding up, may apply to the superior court in the county in which the corporation is located, or to a judge thereof when such court is not actually in session, for the appointment of a receiver of such property on the ground of fraud, mismanagement, or incompetency of such trustees, and such court or judge, upon finding that such trustees are incompetent or have been guilty of fraud or mismanagement in the discharge of their duties, shall appoint such receiver and the powers of such trustees shall thereupon terminate. But nothing herein contained shall prevent any person from establishing any claim against such corporation by an action at law, or shall prevent the foreclosure of any lien or mortgage existing at the time of such vote or assent to dissolve.

§ 34. Certificates concerning dissolution. Whenever the stockholders shall by vote or written assent agree to the dissolution of a corporation, a majority of the directors shall make, sign, and swear to and file in the office of the secretary of the state a certificate that such stockholders' vote has been duly passed or such assent duly given, and stating the address to which all claims against such corporation may be sent, and such secretary shall thereupon record such certificate in a book kept by him for that purpose. When the directors have completed their duties as trustees as aforesaid, a majority of them shall make, sign, and swear to and file in the office of the secretary of the state a further certificate stating that the directors have completed their duties in winding up the affairs of such corporation and have sold or collected all of its assets and distributed the same, stating the manner of such distribution. The secretary shall examine the same, and, if he finds that it conforms to law, shall indorse thereon the word "Approved," with his name and official title, and shall thereupon record such certificate in a book kept by him for that purpose. When such certificate has been approved by the secretary, the existence of such corporation shall terminate.

§ 35. Certificate when corporate existence ends by limitation. When the existence of a corporation terminates by limitation, a majority of the directors shall make, sign,

and swear to and file in the office of the secretary of the state a certificate setting forth the facts as to such termination and stating the manner in which its affairs are to be wound up and the name and address of the person to whom claims may be presented by creditors of such corporation. The secretary shall thereupon record the same in a book kept by him for that purpose.

§ 36. Corporate existence to be continued for certain purposes. All corporations, whether they expire by their own limitation or are dissolved by voluntary action, by decree of court, or by act of the general assembly, shall continue so far as may be necessary to enable them to prosecute and defend suits by or against them, to close up their affairs, dispose of their property, and distribute their assets.

§ 37. Annual reports. The president and treasurer of every corporation having capital stock, except banks, trust companies, insurance and surety companies, railroad or street railway companies, express companies, building and loan associations, and investment companies, shall, annually, on or before the fifteenth day of February or August, make, sign, and swear to and file in the office of the secretary of the state a certificate setting forth as of the first day of January or July immediately preceding: (1) The name, residence, and post-office address of each of its officers and directors: (2) The amount of its outstanding capital stock which has not been paid for in full, with the amount due thereon: (3) The location of its principal office in this state, with the street and number, if any there be, and the name of the agent or person in charge thereof upon whom process against the corporation may be served. The secretary shall thereupon record such certificate in a book kept by him for that purpose, and shall furnish a certified copy of such certificate to the persons filing the same, who shall forthwith cause such certified copy to be recorded in the office of the town clerk of the town in which such corporation is located, and said town clerk shall record the same in a book kept by him for that purpose. On the fifteenth day of March and September the town clerks of the several towns shall report to the secretary of the state the names of all corporations whose annual returns have been filed for record during the preceding six

months, in accordance with the provisions of this section, and the secretary shall report to the attorney-general, every six months, the names of all corporations which have failed to comply with the provisions of this section, and the attorney-general shall collect all forfeitures due under this section. Every corporation whose officers shall fail to comply with the requirements of this section shall forfeit to the state one hundred dollars for each failure.

§ 38. Annual returns by express companies; penalty.

Every corporation doing business in this state as an express company shall, on the first day of January of each year, file in the office of the secretary of the state a statement of the amount of its capital stock, the amount actually paid thereon in cash, the time when said stock was issued, the amount of its real estate, the place where such real estate is located and its cost and present value, the amount of personal estate held by the company and its cash value, the amount of bills, notes, bonds, or other commercial security held by the company and their value, the amount of loans and discount of the funds of the company to its officers within the year last past, the amount of its capital stock purchased and sold by it or its officers and agents for its use, the amounts paid within the year last past for permanent betterments of its real estate and improvements of equipment of its business, the gross amount of its receipts and disbursements within said year, the amount of surplus cash on hand during each month of said year, the amount of dividends paid in the same time, and the amount of its assets and liabilities. Every such corporation which shall fail to file such return for one month after said first day of January shall, for every month of such neglect thereafter, forfeit one thousand dollars to the state.

§ 39. Information for creditor. Every person having charge of the stock books of any corporation shall furnish information as to the number of shares held by any stockholder in such corporation to any applicant who shall furnish the person in charge of such books with an affidavit that the applicant is a creditor of such stockholder. Any person in charge of books as aforesaid refusing to give such information shall be fined not more than one hundred dollars.

§ 40. Investment companies; bond issue limited.

Whenever the board of directors of any corporation organized for the purpose of lending money on real estate security, and issuing, negotiating, guaranteeing, and dealing in bonds and mortgage securities, shall vote that said corporation shall never issue and have outstanding at any one time bonds exceeding a certain amount specified in such vote, and said vote shall be ratified and approved by a vote of the stockholders of said corporation, a copy of such votes of the directors and stockholders, certified by the secretary and attested by the president and a majority of the directors, may be filed for record in the office of the secretary of the state, and thereafter said vote shall be a perpetual limitation upon the powers of such corporation.

§ 41. Supervision of investment companies; guaranty limited. Every corporation which has power to or does sell or negotiate its own choses in action, or sell, guarantee, or negotiate the choses in action of other persons or corporations as investments, shall be under the supervision of the commissioner on building and loan associations and subject in that particular to all the laws relating to the examination and report of banks, savings banks, and trust companies. Said commissioner, in his annual report, shall clearly describe the various classes of assets and liabilities of each, and state any special provision which has been made for the payment of such liabilities. No corporation doing business as aforesaid shall guarantee, by endorsement or otherwise, debenture bonds secured by loans upon real estate to an amount exceeding ten times the amount of the capital stock paid up in cash and the cash surplus of said corporation.

§ 42. Collection of taxes on shares. When any corporation has power to impose a tax on its stock, it may appoint a collector thereof, who shall receive from its treasurer a rate bill, and a warrant signed by any justice of the peace, directing such collector to collect the sums specified in such rate bill; and on neglect of any stockholder to pay the tax due from him within the time limited by such corporation, the collector may levy such warrant on his shares, or such

part thereof as may be necessary to satisfy such tax and costs, and shall proceed therein in the manner provided by law for the collection of executions when levied on the shares of the capital stock of a corporation; and the fees of such collector shall be the same as are allowed to officers on executions.

§ 43. Alteration and repeal of charters. All acts creating or authorizing the organization of corporations or altering the charters of corporations, which have been or shall be passed by the general assembly, and all charters under which no corporation has been organized, shall be subject to alteration, amendment, and repeal at the pleasure of the general assembly, unless otherwise expressly provided in such acts; but no such amendment or repeal shall impair any remedy against any such corporation or against its officers, directors, or stockholders, for any liability which shall have been previously incurred; and all such amendments shall apply to every corporation except in so far as is otherwise expressly provided.

§ 44. Forms for certificates. The secretary of the state shall prepare forms for the several certificates and returns required by this act.

§ 45. Penalty for violation of this act. Every person who shall violate any of the provisions of this act, for which no penalty or punishment is expressly prescribed, shall be fined not more than one thousand dollars.

PART II.

CORPORATION ORGANIZED UNDER SPECIAL CHARTER.

§ 46. Location not to be changed. No bank, savings bank, insurance company, or trust company shall change its location from one town to another except by an act of the general assembly.

§ 47. Increase of capital stock. Every specially chartered corporation having power by law to increase its capital stock may from time to time so increase it by issuing

additional shares of the same par value, under such limitations as to the amount issued and of every other nature whatsoever as may exist either in its charter or in any statute affecting it; provided, that, at a meeting of its stockholders warned and held for that purpose, such increase shall have been authorized by a vote of at least two-thirds of each class of stock issued and outstanding at the time of said vote, which vote shall state the amount of the increase so authorized. Before any such corporation shall issue any shares of such increased capital stock so voted, a majority of the directors shall make, sign, and swear to and file in the office of the secretary of the state a certificate setting forth the number of shares so voted and the par value thereof. The secretary shall examine the same, and, if he shall find that it conforms to law and that all taxes have been paid in accordance with the provisions of section 57, shall endorse thereon the word "Approved," with his name and official title, and shall thereupon record such certificate in a book kept by him for that purpose.

§ 48. Stock preferred as to dividends. Any specially chartered corporations, not engaged either in a trust, or other evidences of indebtedness, which has by law power to increase its capital stock, may so increase it by the issue of preferred stock, which shall be entitled to dividends of an agreed amount before any dividends are declared upon the stock already issued; and such dividends, if not paid in any one year, may be paid out of the earnings of subsequent years, if it be so provided in the vote authorizing such increase.

§ 49. Stock preferred as to assets. Any specially chartered corporation, having power under section 48 of this act to issue stock preferred as to dividends, may also issue stock preferred as to assets, the holders of which shall, in case of the winding up of the corporation, be paid up to the full par value of such preferred stock, out of the net assets available for distribution to stockholders, before the holders of other stock receive anything; and, if the holders of a majority of the common stock shall so vote, the holders of such preferred stock may be given the right to exchange such preferred stock for common stock, on such terms and conditions

as may be determined by said vote; but the total capital stock of the corporation shall not be increased by such exchange.

§ 50. Issue, how authorized. No issue of preferred stock shall be made unless authorized at a meeting of the stockholders warned and held for that purpose, by a vote of stockholders holding not less than two-thirds of the stock of such corporation, which vote shall determine the amount of preferred stock so to be issued, the number and value of the shares thereof, the dividends to be paid thereon, whether the same shall be cumulative or not, and the terms of the preferment as to assets, if such preferment is made.

§ 51. Certificate of increase. No certificate for such preferred stock shall be issued until a majority of the directors have made, signed, and sworn to and filed in the office of the secretary of the state a certificate setting forth the increase of such capital stock, the number and value of such shares, the amount of the dividend to be paid thereon, whether the same is to be cumulative or not, and the terms of the preferment as to assets, if such preferment is made. The secretary shall thereupon record such certificate in a book kept by him for that purpose. The certificate required by this section shall be in addition to those required by law in relation to the increase of capital stock.

§ 52. Reduction of capital stock. Any specially chartered corporation may reduce its capital stock. No such reduction shall be valid unless approved by a vote of two-thirds of all outstanding stock of each class at a meeting of the stockholders warned and held for that purpose, nor unless a majority of the directors shall make, sign, and swear to and file in the office of the secretary of the state a certificate stating that the reduction has been duly approved by the stockholders and setting forth a copy of the vote of the stockholders, which vote shall show the details as to such reduction. The secretary shall record such certificate in a book kept by him for that purpose.

§ 53. Change of name by superior court. Any specially chartered corporation, having voted to change its corporate name, may apply to the superior court for the

county in which it is located to have such change made, first giving notice of such intended application by advertisement for two weeks consecutively in a newspaper published in Hartford or New Haven and a newspaper, if there be one, published in the town in which the corporation is located; and said court may change said name as prayed for, and, upon filing for record in the office of the secretary of the state a certified copy of the order of the court, the name of such corporation shall be as decreed by said court; but no right existing at the time of such change in favor of or against such corporation shall be affected thereby. The secretary shall thereupon record such certified copy in a book kept by him for that purpose.

§ 54. Charter without organization void after two years. The charter of every specially chartered corporation, except as otherwise provided by law, shall be void, unless such corporation shall be organized and a certificate of such organization, sworn to by the president or secretary, or, if there be no such officers, by an officer having custody of the records of such corporation, shall be filed in the office of the secretary of the state within two years from the date of the approval of such charter. The secretary shall thereupon record such certificate in a book kept by him for that purpose. Any street railway company chartered by the general assembly at its January session, 1903, which has not already organized may comply with the provisions of section one of this act on or before July first, 1907.

§ 55. Acceptance and effect of charter amendment. When any amendment or alteration of the charter of any specially chartered corporation shall be made, if it be not otherwise specially provided in the resolution making such alteration or amendment, it shall not become operative unless, within six months after its passage, it shall be accepted at a meeting of such corporation warned and held for that purpose, nor unless, within said period, an attested copy of said acceptance shall be filed in the office of the secretary of the state, to be recorded by him in a book kept for that purpose; and such acceptance shall make the original charter and all resolutions amending and altering the same subject to amendment, alteration, and repeal, at the pleasure of the general

assembly. If such amendment shall be made before the acceptance of the original charter, then such amendment may be accepted at the same time such original charter is accepted.

§ 56. Reports to general assembly. Corporations required to make reports to the general assembly shall make them during the first week of each regular session.

§ 57. Tax on stock issue authorized by special act; penalty. Before any bill or resolution creating a corporation having a capital stock shall be approved or become a law, there shall be paid to the state treasurer, in addition to the fees required by section 10 of the general statutes, a franchise tax of one dollar on each one thousand dollars of the capital stock with which it is to be organized, but such tax shall in no case be less than fifty dollars. If such bill or resolution shall not be approved or become a law, the treasurer shall return the tax so paid. Whenever any specially chartered corporation shall vote to increase the amount of its capital stock in accordance with the provisions of this act or of any other general or special law affecting it, such corporation shall pay to the state treasurer, before any shares of such increased capital stock shall be issued, a further tax of one dollar on each one thousand dollars of the total increased capital stock so voted, but no additional franchise tax shall be required upon stock upon which the corporation has paid the full franchise tax required by the law in force at the time of such payment. Every officer of any corporation subject to any of the provisions of this section, who shall sign or issue any certificate of stock on which the tax imposed by this section has not been paid, shall be fined one thousand dollars, or imprisoned not more than two years, or both.

PART III.

THE CORPORATION ACT OF 1901.

§ 58. Application. The provisions of this part shall apply to all corporations formed under it and to all corporations heretofore organized under the joint stock law of this state or the corporation act of 1901, but shall not require the reorganization of corporations heretofore formed.

§ 59. Powers. Every corporation to which this part applies, in addition to all other powers granted by law, shall have power to mortgage its real and personal estate, including its franchises, and issue promissory notes, bonds, or other evidences of indebtedness. Such corporation may also issue one or more classes of stock.

§ 60. Certificates. Every certificate required by this part to be filed shall be signed and sworn to by the persons required to file it, and shall be filed in the office of the secretary of the state, who shall examine the same, and, if he shall find that it conforms to law and that all taxes which may be due upon the filing of the certificate under the provisions of section 61 of this act have been paid, shall indorse thereon the word "Approved," with his name and official title, and shall thereupon record such certificate in a book kept by him for that purpose. No act required to be set forth in any such certificate shall be valid until such certificate has been approved as aforesaid, but this provision shall not relieve the corporation, its officers, directors, or stockholders from any liability which might otherwise be enforceable against them or any of them, or invalidate any of the stock of such corporation in the hands of *bona fide* holders without notice. No such corporation shall commence business until a copy of the certificate required by section 63 hereof, duly certified by the secretary of the state, shall have been filed in the office of the town clerk of the town where said corporation is to be located; and said town clerk shall record the same in a book kept by him for that purpose.

§ 61. Tax on capital stock. Every such corporation, before its certificate of incorporation shall be approved by the secretary of the state, shall pay to the state treasurer fifty cents on every one thousand dollars of its authorized capital stock up to five million dollars; and it shall pay ten cents upon every one thousand dollars of its authorized capital stock in excess of five million dollars. Whenever any corporation organized under the provisions of this part, or under any former joint stock law of this state, shall increase the amount of its authorized capital stock, it shall pay to the state treasurer, before the certificate of increase shall be approved, fifty cents on each one thousand dollars of such

authorized increase until it has paid on a total capital stock of five million dollars; and, upon any authorized increase of capital stock above five million dollars, it shall pay to the state treasurer ten cents on each one thousand dollars; but no payment under the provisions of this section shall be less than twenty-five dollars. Said payments shall be in lieu of all other taxes upon the franchise of the corporation, but shall not be in lieu of any tax imposed by law upon the property of the corporation or upon the shares of its stock in the hands of its stockholders.

§ 62. Formation. Any three or more persons may associate to form a corporation under this act for the transaction of any lawful business. Such corporation shall not have power, however, to transact in this state the business of a bank, savings bank, trust company, building and loan association, insurance company, surety or indemnity company, railroad or street railway company, telegraph or telephone company, gas, electric light, or water company, or of any company requiring the right to take and condemn lands or to occupy the public highways of this state, but shall have power to transact such business in any state or territory of the United States, or in any foreign country, if not prohibited by the laws of such state or territory or foreign country.

§ 63. Certificate of incorporation. The persons so associated shall file a certificate setting forth: (1) The name of the corporation: (2) The name of the town in this state in which the corporation is to be located: (3) The nature of the business to be transacted or the purposes to be promoted or carried out: (4) The amount of authorized capital stock, which shall not be less than two thousand dollars, the number of shares into which the same is divided, and the par value of each share, which shall not be less than twenty-five dollars, and if there be more than one class of stock, a description of the different classes with the terms on which they are respectively created: (5) The amount of capital stock with which the corporation shall commence business, which shall not be less than one thousand dollars; (6) The period, if any, limited for the duration of the corporation.

§ 64. Certificate may contain additional provision.

The certificate of incorporation may also contain any lawful provisions which the incorporators may choose to insert for the regulation of the business of the corporation, or for defining and regulating the powers of the corporation, its officers, directors, and stockholders or any class of stockholders.

§ 65. Evidence of corporate existence. Upon the approval of the certificate of incorporation by the secretary of the state, corporate existence shall begin. A copy of such certificate and approval, duly certified by the secretary of the state under his hand and the seal of the state, shall be *prima facie* evidence of the legal existence of any such corporation.

§ 66. Power of incorporators. After the approval of the certificate of incorporation as aforesaid and until the directors are elected, the incorporators shall have charge of the affairs of the corporation, and may take such steps as are necessary or proper to obtain subscriptions to its stock.

§ 67. Call of first meeting; waiver. A majority of the incorporators shall call the first meeting of the corporation, at such time and place as they may designate, by a notice published twice, at least seven days before the time designated, in a newspaper in this state having a circulation in the town in which the corporation is located; but such notice may be waived by a writing signed by all the subscribers to the capital stock and a majority of the incorporators, specifying time and place for said meeting, which waiver shall be recorded at length upon the records of the corporation.

§ 68. Organization; adoption of by-laws. At such meeting, including adjournments thereof, the subscribers for stock who are present in person or by attorney shall perfect an organization by the choice of a temporary clerk and the election by ballot of three or more directors who are subscribers for stock, and shall adopt by-laws for the regulation of the affairs of the corporation. Such subscribers may also transact any other business; provided, that due notice thereof has been given in the call for such meeting or has been expressly waived.

§ 69. Commencement of business; certificate of organization. No such corporation shall commence business until the amount of capital specified in its certificate of incorporation as the amount of capital with which it will commence business has been paid in; nor until its directors and officers have been duly elected and its by-laws adopted; nor until a majority of its directors have caused to be filed a certificate of organization setting forth: (1) The amount of each class of stock subscribed for: (2) The amount paid thereon in cash: (3) The amount paid thereon in property other than cash: (4) The amount paid on each share of stock which is not paid for in full: (5) The name, residence, and address of each of the original subscribers, with the number and class of shares subscribed for by each: (6) That the directors and officers of the corporation have been duly elected and its by-laws adopted: (7) The name, residence, and address of each of the original subscribers, which directors. A copy of such certificate, duly approved by the secretary of the state and certified under his hand and the seal of the state, shall be *prima facie* evidence that such corporation has been duly organized and is duly authorized to exercise all of its corporate powers.

§ 70. Officers. The directors of every corporation shall choose from among their number a president and shall appoint a treasurer, a secretary, and such other officers as the by-laws shall prescribe. The same person may fill the offices of president and treasurer or of secretary and treasurer.

§ 71. Issue of additional stock. Every corporation may, at any meeting warned and held for that purpose, empower its directors to issue shares of its unissued authorized capital stock. At the time for the filing of its next annual report after the issue of any such shares, a majority of the directors shall make and file a certificate setting forth the facts relating to such issue similar to the facts relating to the original issue of stock required by subdivisions (1) to (5), inclusive, of section 69 of this act.

§ 72. Surrender of rights before beginning business. At any time before the payment of any part of the subscriptions to capital stock and before the commencement of busi-

ness, the incorporators, and the subscribers for stock, if any, may surrender the corporate rights and franchises of any corporation by filing a certificate that no part of such subscription has been paid, that such business has not been commenced, that no debts have been incurred which are unpaid, and that they surrender all rights and franchises of such corporation. When such certificate has been examined and approved by the secretary of the state, the existence of such corporation shall terminate.

§ 73. Amendment of certificate of incorporation before commencing business. At any time before the filing of the certificate of organization the incorporators of any corporation may make such amendments, changes, and alterations in its certificate of incorporation as may be desired; provided, that the subject-matter of such changes could have been lawfully inserted in an original certificate of incorporation. No change, alteration, or amendment shall be valid, unless approved in writing by all of the subscribers, if any, to the capital stock of such corporation, nor unless a certificate, setting forth such amendments, changes, or alterations and stating that the same has been duly approved by the subscribers, if any, shall be made and filed by all of the incorporators.

§ 74. Changes in certificates of incorporation. Every corporation may change its name, the nature of its business, and its location; may increase or reduce the amount of its authorized capital stock; may create one or more classes of stock; and may make such other amendments, changes, and alterations in its certificate of incorporation as may be desired; provided, that the subject-matter of such changes, amendments, and alterations could have been lawfully inserted in an original certificate of incorporation. No such change, alteration, or amendment shall be valid unless approved by a vote of two-thirds of all of the outstanding stock of each class at a meeting of the stockholders duly called to consider such amendment, change, or alteration, nor unless a certificate, setting forth such amendments, changes, or alterations and stating that the same have been duly adopted by the stockholders, shall be made and filed by a majority of the directors.

§ 75. Similar corporations may consolidate. Any two or more corporations which are carrying on business of the same or a similar nature may merge or consolidate into a single corporation.

§ 76. Directors' agreement as to terms of consolidation. The directors of the several corporations proposing to merge or consolidate may enter into an agreement, signed by them and under the corporate seals of the respective corporations, prescribing the terms and conditions of such proposed consolidation and stating the name of the consolidated corporation, the number, names, and places of residence of its first directors, the number of shares of its capital stock and the classes thereof and the amount or par value of each share thereof, and the manner of converting the shares of capital stock of each of the old corporations into shares of the capital stock of the consolidated corporation, together with such other provisions as are required to be set forth in an original certificate of incorporation and any other provisions necessary to carry such proposed consolidation into effect.

§ 77. Stockholders to vote upon consolidation. Such agreement shall be submitted to the stockholders of each of such merging or consolidating corporations, separately, at a meeting thereof to be called for the purpose of considering the same, and twenty days' notice of the time, place, and object of such meeting shall be mailed to the last known post-office address of each of such stockholders, and such notice shall be published once in each week for three successive weeks in one or more newspapers of this state having a circulation in the towns in which such corporations are respectively located. At such stockholders' meetings, if two-thirds of all the outstanding stock of each class shall vote to approve such merger or consolidation, the facts shall be certified upon such agreement by the secretaries of the respective corporations under the seals thereof, and such agreement so adopted and certified shall be filed in the office of the secretary of the state, who shall, if the same conforms to the provisions of this chapter, indorse the same "Approved," with his name and official title; and a copy of such agreement, certificate, and approval, duly certified by the secretary

of the state under his hand and the seal of the state, shall be *prima facie* evidence of the facts set forth in such agreement and certificate and of the legal existence and organization of such consolidated corporation and that it is duly authorized to exercise all of its corporate powers.

§ 78. Rights, duties, and liabilities of consolidated corporations. Upon the completion of such consolidation, the several corporations shall become a corporation by the name provided in such agreement, and shall possess all the rights, privileges, powers, and franchises of each of the consolidating corporations; and all property, real, personal, and mixed, and all debts due to them on whatever account, shall be vested in the consolidated corporation; and all rights of creditors and all liens upon the property of either of such consolidating corporations shall be preserved unimpaired, and the respective corporations shall continue in existence so far as may be necessary to preserve the same; and all debts, liabilities, and duties of either of such consolidating corporations shall thenceforth attach to the consolidated corporation, and may be enforced against it to the same extent as if they had been incurred or contracted by it. An amount of the stock of the consolidated corporation equivalent to the amount of the stock of the merged corporations on which a franchise tax has been paid shall be exempt from taxation under section 61 of this act.

§ 79. Remedy of aggrieved stockholder. Any stockholder in any corporation consolidating as aforesaid who, at the time of such consolidation, objected thereto in writing, may, within ten days after the agreement of consolidation has been filed for record in the office of the secretary of the state, demand in writing from the consolidated corporation payment for his stock; and such corporation shall, within three months thereafter, pay him the value of his stock at the date of such consolidation. In case of disagreement as to the value thereof, such value shall be ascertained by three disinterested persons to be chosen, one by the stockholder, one by the directors of the consolidated corporation, and the third by the two thus selected, and, in case their award is not paid within sixty days from its date, it shall become a debt of such consolidated corporation and may be collected as such.

On receiving payment of the amount awarded, such stockholder shall transfer his stock to the consolidated corporation, which shall dispose of it on the best terms obtainable.

PART IV.

FOREIGN CORPORATIONS.

§ 80. Meaning of "foreign corporation." Unless otherwise expressly provided, the term "foreign corporation" shall mean every corporation not organized under the laws of this state.

§ 81. Powers and limitations. Any foreign corporation may purchase, hold, mortgage, lease, sell, and convey real and personal estate in this state for its lawful uses and purposes, and such real estate and other property as it may acquire, by way of foreclosure or otherwise, in payment of debts due such corporation; but no foreign corporation belonging to any of the classes excepted in section 62 of this act shall engage in or continue, in this state, the business authorized by its charter or the laws of the state under which it was organized, unless empowered so to do by some general or special law of this state, except for the purpose of carrying out and renewing existing contracts heretofore made.

§ 82. Charter or certificate of incorporation to be filed. Every foreign corporation, except insurance and surety companies and building and loan associations, shall, before transacting business in this state, file in the office of the secretary of the state a certified copy of its charter or certificate of incorporation, together with a statement, signed and sworn to by its president, treasurer, and a majority of its directors, showing the amount of its authorized capital stock and the amount thereof which has been paid in, and, if any part of such payment has been made otherwise than in cash, such statement shall set forth the particulars thereof.

§ 83. Secretary of state to be resident attorney. Every foreign corporation with an office or place of business in this state, except insurance companies, surety companies, and building and loan associations, shall, before doing business in this state, appoint in writing the secretary of the state

and his successors in office to be its attorney, upon whom all process in any action or proceeding against it may be served; and in such writing such corporation shall agree that any process against it which is served on such secretary shall be of the same legal force and validity as if served on the corporation, and that such appointment shall continue in force as long as any liability remains outstanding against the corporation in this state. Such written appointment shall be acknowledged before some officer authorized to take acknowledgments of deeds and shall be filed in the office of said secretary, and copies certified by him shall be sufficient evidence of such appointment and agreement. Service upon said attorney shall be sufficient service upon the principal, and may be made by leaving a duly attested copy of the process with the secretary of the state or at his office.

§ 84. Duty of secretary when served with process; fee; record. When legal process against any corporation mentioned in section 83 of this act is served upon the secretary of the state, he shall immediately notify the corporation hereof by mail, and shall, within two days after such service, forward in the same manner a copy of the process served upon him to such corporation, or to any person designated by such corporation in writing. The plaintiff in the process so served shall pay said secretary at the time of such service a fee of twenty-five cents for each page of process, said fee in no case to be less than two dollars, which shall be recovered by him as part of his taxable costs if he shall prevail in the suit. Said secretary shall keep a record of all process served upon him, which shall show the day and hour when such service was made.

§ 85. Failure to file certificates and appoint attorney; penalty. Every officer of a foreign corporation transacting business in this state which fails to comply with the requirements of sections 82 and 83 of this act, and every person who transacts business in this state as the agent of such delinquent corporation, shall be fined not more than one thousand dollars; but such failure shall not affect the validity of any contract by or with such corporation. The secretary of the state shall report such failure to the attorney-general, who shall thereupon institute proceedings against such cor-

poration to restrain its further prosecution of business in this state.

§ 86. Certificate of increase or reduction of capital to be filed. Every foreign corporation doing business in this state shall, within thirty days after an increase or reduction of its capital stock, file in the office of the secretary of the state a certificate thereof, substantially like that required of domestic corporations organized under the corporation act of 1901 under like conditions.

§ 87. Annual reports. The president and treasurer of every foreign corporation doing business in this state, which is not required by law to make other annual returns in this state, shall, annually, on or before the fifteenth day of February or August, make, sign, and swear to and file in the office of the secretary of the state a certificate similar to the certificate required by section 37 of this act, except that such certificate need not give the name of the agent or person in charge of its principal office upon whom process against the corporation may be served. The secretary shall thereupon record such certificate in a book kept by him for that purpose and shall furnish a certified copy of such certificate to the persons filing the same, who shall forthwith cause such certified copy to be recorded in the office of the town clerk of the town in this state in which such corporation has its principal office or place of business, and said town clerk shall record the same in a book kept by him for that purpose. On the fifteenth day of March and September the town clerks of the several towns shall report to the secretary of the state the names of all corporations whose annual reports have been filed for record during the preceding six months, in accordance with the provisions of this section, and the secretary shall report to the attorney-general every six months the names of all corporations which have failed to comply with the provisions of this section, and the attorney-general shall collect all forfeitures due under this section. Every corporation whose officers shall fail to comply with the requirements of this section shall forfeit to the state one hundred dollars for each failure.

§ 88. What penalties apply to foreign corporations.

All penalties and liabilities which are imposed by the laws of this state upon officers, directors, and stockholders of domestic corporations for false and fraudulent statements and returns, shall apply to the officers, directors, and stockholders of foreign corporations doing business in this state.

PART V.**CORPORATIONS WITHOUT CAPITAL STOCK.**

§ 89. Organization. Any three or more persons may associate to form a corporation without capital stock, to promote or carry out any lawful purpose, other than that of a mercantile or manufacturing business, by signing and acknowledging before any officer authorized to take acknowledgments of deeds and filing in the office of the secretary of the state a certificate stating: (1) That they do so associate: (2) the purpose or object of the corporation: (3) The town in this state in which the corporation is to be located. The person so associating may also include in said certificate any other lawful provisions for the regulation of the affairs of the corporation and the definition of its powers and the powers of its officers, directors, and incorporators. Such certificate shall be examined by the secretary of the state, and, if he shall find that it conforms to law and that the fee required by section 4814 of the general statutes to be paid at the filing of such certificate has been paid, he shall indorse thereon the word "Approved," with his name and official title, and shall thereupon cause the same to be recorded in his office. He shall then prepare a certified copy of such certificate and of his approval and deliver the same to one of the persons so associated, who shall forthwith cause such copy to be recorded in the office of the town clerk in the town where such corporation is to be located. When such certificate has been duly approved and recorded, the persons so associated, with such others as may be associated with them or become their successors in such manner as the by-laws of the corporation provide, shall be and become a body politic and corporate and shall have all the

powers conferred upon corporations by section 3 of this act, and may receive property by devise or bequest and hold the same, so far*as such property may be necessary or proper to enable such corporation to carry out its purposes. A copy of the certificate filed in the office of the secretary of the state and of his approval, duly certified under his hand and the seal of the state, shall be *prima facie* evidence of the facts therein set forth and of the legal existence of such corporation and of its authority to exercise its corporate powers. Such corporation may at any time amend its original certificate of incorporation by a three-fourths vote of its incorporators, their associates, and successors, at a meeting of the corporation duly called to consider such amendment, and by causing a certificate, duly attested by its president and secretary and setting forth the fact that such vote has been passed and stating the subject-matter of such amendment, to be filed, approved, and recorded in the same manner as the original certificate of incorporation.

§ 90. By-laws; assessments; fines. Any corporation without capital stock may make by-laws imposing fines and penalties, and may lay assessments or dues to further the objects of the corporation, either by by-laws adopted for that purpose or by vote of the members of such corporation at meetings warned and held for that purpose. No such by-law shall be adopted and no such assessment or due shall be laid except by a two-thirds vote of all the members of the corporation. No such fine, assessment, or due shall exceed the sum of twenty-five dollars. Such corporation may sue for and collect such fines and assessments and dues.

§ 91. Sections 3311 to 3398, inclusive, and 3928 to 3938, inclusive, of the general statutes, and chapter 69 of the public acts of 1903 are hereby repealed.

Approved, June 22, 1903.

Amending the Charter of The Consolidated Railroad Company.

Resolved by this Assembly:

That, whereas the corporation originally created as The Thompson Tramway Company, whose name was changed to be The Worcester and Connecticut Eastern Railway Com-

pany and afterwards to be The Consolidated Railway Company, has by virtue of the powers granted in its charter acquired by purchase and now holds, enjoys, and exercises the property and franchises of certain corporations of this state, to wit: The Fair Haven and Westville Railroad Company, The Winchester Avenue Railroad Company, The Peoples Tramway Company, The Danielson and Norwich Street Railway Company, The Norwich Street Railway Company, The New London Street Railway Company, The Montville Street Railway Company, The Middletown Street Railway Company, The Meriden Electric Railroad Company, and the Wallingford Tramway Company, which corporations by purchase, consolidations, or leases had acquired and were using, exercising, and enjoying the property and franchises of other corporations of this state, to wit: The New Haven and North Haven Street Railroad Company, The New Haven and Centerville Street Railway Company, The New Haven Street Railway Company, The New Haven and Morris Cove Railroad Company, The New Haven and East Haven Railroad Company, The State Street Horse Railway Company, The Whitney Avenue Horse Railway Company, The Edgewood Street Railway Company, The New Haven and West Haven Horse Railroad Company, The West Shore Railway Company, The Putnam and Thompson Street Railway Company, The Portland Street Railway Company, and The Lake Saltonstall Railroad Company. And whereas said first named corporation has petitioned this general assembly to renew and extend for its use and enjoyment the rights, privileges, franchises, and powers granted in its charter and amendments thereto and in the charters and amendments thereto of such other corporations and to grant to it additional powers.

§ 1. The said corporation now existing under the name of The Consolidated Railway Company shall have the power in this state and elsewhere to transport persons or property or both as a common carrier and to acquire, establish, hold, maintain, use, and operate in this state and elsewhere, subject to all laws then and there in force, any property or instrumentalities lawful and suitable for any such purpose, or directly or indirectly connected with the business of transportation; but a majority of its directors shall at all

times be residents of this state. The location and construction of all tracks, switches, crossovers, fixtures, poles, wires, and appurtenances now used or operated by said corporation are hereby validated and confirmed as at present existing for the use and benefit of said corporation; and any and all rights to construct any lines of electric railway or street railway heretofore granted by the general assembly to said corporation or to any of the corporations named in the preamble to this resolution except the right to construct such a railway from Jewett City to Norwich by way of Preston, granted to The Danielson and Norwich Street Railway Company by resolution approved May 14, 1901, which have not expired by limitation of time are as distinct and separate local franchises hereby extended and continued in force to said corporation whose charter is herein amended until July 1, 1907.

§ 2. Said corporation whose charter is herein amended shall have power and authority, as a matter of public convenience, subject to all general laws governing the construction of railways in streets or highways, to locate, construct, maintain, and operate railroads, railways, or tramways for the transportation of passengers or goods or both, with single or double tracks and such turn-outs and switches and connections and fixtures and appurtenances as may be necessary for the most efficient, economical, and advantageous conduct of said business upon the streets, highways, and public grounds upon which said corporation now operates or shall hereafter lawfully operate a railroad, railway, or tramway; (and upon any private lands and across intersecting streets or highways in any of the towns within which said company shall lawfully operate an electric railway) and also upon the streets, highways, public grounds, private lands, and routes named or generally described hereafter in this section, as follows: From any point on the Baltic line of railway of this company in the town of Norwich to, into, and through the borough of Jewett City; and also thence to a connection with its existing railway in the town of Plainfield on such streets, highways, public grounds, and private lands in the towns of Norwich, Sprague, Lisbon, Canterbury, Plainfield, and Griswold as it may find most suitable and advantageous for the construction, operation, and maintenance of a railway; also from a connection with the tracks of The

Consolidated Railway Company on Main street in the town of Portland, thence through and along the main highway between Portland and Glastonbury, or on private way near to said highway, to connect with the tracks of The Hartford Street Railway Company at South Glastonbury, so-called, in the town of Glastonbury; also in the town of Middletown through Court street from Main street to the private way running east of land of the Middlesex Banking Company, and from a connection with its tracks in Main street just southerly of the tracks of the Air Line Branch of the New York, New Haven, and Hartford Railroad Company northerly through said Main street crossing over the tracks of said railroad and through North Main street to and across Johnson street, thence northwesterly through private way crossing West River to and across Newfield street, thence northwesterly through private way crossing intersecting highways to connect with the tracks of the Middletown, Meriden, and Waterbury Railroad near the Westfield station of said railroad; or upon and along or across other highways, excepting Washington street between Main street and Park Place, and High street between Church and Lincoln streets; also on private lands from some convenient point on its existing railway in the town of Middletown to some other convenient point on said Middletown, Meriden, and Waterbury railroad; also from a connection with its tracks at the corner of Main and Broad streets in the town of Meriden, thence through North Broad street and the New Haven and Hartford turnpike to the terminus of the tracks of The Connecticut Railway and Lighting Company in the town of Berlin; also from a connection with its tracks in Griswold street, in the town of Meriden, thence through North Colony street and the Old Colony road, so-called, to and along the New Haven and Hartford turnpike in the town of Berlin; also from a connection with its tracks at the corner of Broad and Curtis streets, in the town of Meriden, southerly through said Broad street to a point near Johnson's lane, so-called, thence southerly through private way between Broad and Curtis streets crossing intersecting highways to a point near the main highway to Yalesville, thence southerly through private way, North Colony street, South Colony street, and through private way near to the New York, New Haven, and Hartford Railroad crossing intersecting highways to a

connection with its tracks near the southerly end of South Main street, in the town of Wallingford; or from the above mentioned point near the main highway leading to Yalesville, thence through private way crossing intersecting highways, and through North Main street to a connection with its tracks in said North Main street in the town of Wallingford; also in Meriden from a connection with its tracks in Pratt street, northerly through private way to connect with the tracks of the Middletown, Meriden and Waterbury Railroad, so-called; or from a connection with its said tracks in Pratt street, through said Pratt street and North Broad street to connect with the tracks of said Middletown, Meriden and Waterbury Railroad; also from a connection with its tracks in West Main street near the corner of Bradley avenue, in said Meriden, southwesterly through private way to connect with the tracks of the said Middletown, Meriden and Waterbury Railroad; also from a connection with its tracks at the corner of Hanover street and Cook avenue, in said Meriden, southerly through said Cook avenue and the Old Colony road, so-called, to connect with its tracks at Archer's corner, so-called; also from a connection with its tracks on Main street, at the intersection of Cook avenue, in the town of Meriden, thence along Cook avenue to Old Colony road and through Old Colony road to a connection with its present tracks on Hanover avenue at Archer's corner, so-called; also in said Meriden from a connection with present tracks at the intersection of Main and Broad streets along Broad street to Britannia street, and along Britannia street to a connection with present tracks at the intersection of Griswold street; also in said Meriden from present end of track on Pratt street to Broad street; also from a connection with its tracks at the corner of State and Division streets, in the town of Hamden, northerly along State street to Broadway, thence easterly through said Broadway, or through private way near to said Broadway, passing under or over the tracks of the New York, New Haven, and Hartford Railroad Company, to connect with its tracks in Washington avenue, in the town of North Haven; also from a connection with its tracks at Mount Carmel, so-called, in the town of Hamden, in a northeasterly direction through private way to a point in the highway south

of Mount Carmel at the top of the hill just east of Mill River, thence through said highway to the New Haven and Hartford turnpike, thence through said turnpike and River street to a connection with its tracks in the town of Wallingford; or from a connection with its tracks at said Mount Carmel northeasterly in a nearly direct line through private way crossing intersecting highways to a point near the intersection of the above mentioned highways, south of Mount Carmel, with the New Haven and Hartford turnpike, thence northerly along said turnpike and River street, or on private way near to said highways to a connection with its tracks in the town of Wallingford; also from a connection with its tracks from the corner of the Old Colony road, so-called, and Oak street through said Old Colony road crossing under the tracks of the New York, New Haven, and Hartford Railroad Company and through North Colony street to a connection with its tracks in Center street, all in the town of Wallingford; also from its tracks on Central avenue in the town of Norwich turning out on Twelfth street to reach the car house in the new location; also from a connection with its tracks at the corner of Campbell avenue and Thomas street in said town of Orange, thence through Thomas street, Peck avenue, Brown street, and Second avenue to connect with its tracks in Elm street; or from a connection with its tracks at the corner of Campbell avenue and Thomas street, in said town of Orange, through Thomas street and East avenue or Meadow street to Blohm street, thence through Blohm street and Second avenue to connect with its tracks in Elm street; also from a connection with its tracks at the corner of Campbell avenue and Milford turnpike, in said town of Orange, through Campbell avenue or Forest street to connect with its tracks in Derby avenue, this last described route to be operated in the summer season only; also from a connection with its track on Truman street near Blinman street, in the town of New London, thence through said Truman street to connect with its tracks near Shaw street; also from a connection with its tracks on Bank street at the intersection of Truman street, in the town of New London, thence along Truman street to a connection with its tracks on Truman street at the intersection of Blinman street; also from a connection with its tracks at the corner of

Chapel and Norton streets, in the town of New Haven, thence through Chapel street to a point near the westerly boundary of Edgewood Park, thence southerly through private way crossing intersecting highways to connect with its tracks in Derby avenue near St. Lawrence cemetery, in the town of Orange; or from a connection with its said tracks at the corner of said Chapel and Norton streets, thence through Chapel street to its intersection with the proposed extension of Yale avenue; thence southerly through said extension of Yale avenue and Yale avenue as at present laid out to connect with its tracks in Derby avenue in the town of Orange; also from a connection with its tracks at the corner of said Yale and Derby avenues, thence through Yale avenue and Maltby avenue, and thence through Central avenue or through private way to connect with its tracks in Derby avenue near St. Lawrence cemetery, said route being partly in the town of New Haven and partly in the town of Orange, the railway upon these three last described routes to be operated in the summer season only; also from a connection with its tracks in Townsend avenue at the corner of Concord street, thence through Concord street and Morris causeway, so-called, to connect with its tracks in the old Lighthouse road; also from a connection with its tracks in Whitney avenue at the corner of Lawrence street through Lawrence street to connect with its tracks in State street; also from a connection with its tracks in Winthrop avenue at the corner of Oak street in the town of New Haven through Winthrop avenue to connect with its tracks in George street; also from a connection with its tracks in Meadow street through New Union avenue to a connection with its tracks in State street, in the town of New Haven; also from a connection with its tracks in its car house at the corner of Clay and Fillmore streets, thence through said Clay street to connect with its tracks in Ferry street, all in the town of New Haven; also from a connection with its tracks at Lighthouse Point in the town of New Haven, thence easterly through private way near and approximately parallel to the northerly shore of Long Island sound to connect with its tracks at Mo-maugin, so-called, in the town of East Haven, said railway to be operated in the summer season only. Said corporation

may make traffic agreements with any railroad company or street railway company, and shall have the right and power, with the consent of any railroad company or street railway company, to construct and maintain connections at grade of its tracks with any tracks of such railroad company or street railway company, and crossovers upon private land at grade for the purpose of making such connections.

§ 3. The said corporation whose charter is herein amended is hereby authorized and empowered to acquire and develop water powers for the generation of electricity, and to construct and acquire or hold, use, and operate plants for the generation of electricity by means of water power or steam or both or by any other means, and also to establish and maintain upon any private lands, and across, over, or under any streams or waters, and, subject to the provisions of sections 3904, 3905, 3906, and 3907 of the general statutes, along or across and upon, above, or under the streets, highways, and public grounds upon which it shall lawfully operate an electric railway, or which shall form a part of its route adopted for the transmission of electricity from any place where it is generated or developed to any part of any lines of railroads or railways where such electricity is to be used or applied, suitably constructed and supported conductors, including lines of poles and wires and underground conduits and wires, and properly supported cables, and including all proper fixtures and appurtenances; and also to transmit therewith, thereby, or therein electricity in such manner and of such quantities and pressures as said corporation shall find necessary for the best conduct of its business.

§ 4. Said corporation whose charter is herein amended is hereby authorized and empowered from time to time to acquire by lease, purchase, or otherwise upon such terms and conditions as may be agreed upon, and to hold, use, exercise, enjoy, and dispose of the whole or any part of the capital stock, evidences of indebtedness, contracts, property, rights, powers, privileges, and franchises of any other corporations, whether of this state or of any other state, and whether now or hereafter existing, which are or shall be engaged or authorized to engage in the transportation of persons, or property, or both, or in the generation or development of electricity or of any power, and to issue either its

capital stock, or its bonds, or other evidences of indebtedness, or any or all of them, to such amount as said corporation whose charter is herein amended shall find necessary for the purpose of effecting such acquisition or for other lawful purposes of its business. Every franchise, right, power, or privilege heretofore, now, or hereafter granted to or purchased by the corporation whose charter is herein amended, shall be held, enjoyed, and exercised by said corporation without suffering qualification or abatement by construction because of its also holding by grant or purchase other franchises, powers, or privileges of a similar nature, but of a more limited, qualified, or conditional character. Every corporation, whether now or hereafter organized, authorized by this state to engage in the transportation of persons, or property, or both, or in the generation or development of electricity or of any power, or actually engaged in any such business within this state; or any corporation of this state which shall own or control at least three-fourths in amount of the capital stock of any such corporation (after a vote so to do of three-fourths in interest of its stockholders at a meeting called for the purpose of taking the matter into consideration, upon notice of the time, place, and object of the meeting published in a newspaper in the city or town in which such corporation has its principal office twice a week for four weeks, or if all the newspapers published in said city or town are weekly newspapers, then once a week for four weeks, or if no newspaper is published in said city or town, then twice a week for four weeks in some newspaper published in the county in which said city or town is located) may sell, convey, lease, or otherwise dispose of to said corporation whose charter is herein amended, the whole or any part of its property, contracts, rights, powers, privileges, and franchises, for a consideration to be paid (whether once for all, or periodically as interest, rent, or otherwise) in cash, shares of stock, and obligations of the latter corporation, or in either or any of them, or on such other terms and conditions as may be agreed upon between said corporations. No vote of any such corporation or any of the things performed thereunder or in pursuance thereof shall be invalidated, affected, or questioned in any way because all or any part of the stock or other securities of either or any of the

corporations contracting as aforesaid or participating in any such sale, conveyance, lease, or other arrangement may be owned or controlled by or held by or for any other one of said corporations or because stockholders, directors, or officers of any such contracting or participating corporations shall be stockholders, directors, or officers, or shall be otherwise interested in any other of said corporations. Any holder of stock of any such contracting or participating corporation whose property or franchises shall be sold, conveyed, leased, or otherwise disposed of who shall not vote for such sale, lease, or other disposition of the same and shall not receive anything on account thereof, and who shall dissent from or object thereto, may, at any time within thirty days after the making of such sale, conveyance, lease, or other disposition, commence a civil action against said corporation whose charter is herein amended, by complaint to any judge of the superior court, who shall on reasonable notice to said corporation appoint three judicious and disinterested persons, who shall be paid for their time actually spent in the matter and their services by said corporation, and who shall appraise the full market value of such stock without regard to any depreciation or appreciation thereof in consequence of said sale, conveyance, lease, or other disposition. Their appraisal or that of a majority of them shall be returned in writing under the hands of those making the same to the clerk of the superior court within and for New Haven county, to be by him recorded among the records of said court; and thereupon such appraisal shall be final and conclusive between the parties and shall have the effect of a judgment of said court in favor of said stockholder against said corporation; and execution thereon may issue at the end of sixty days from the time of such return. Upon payment to such stockholder of the value of his said stock as determined by such appraisal, or, in case of refusal to accept the same or any legal disability or absence from the state of such stockholder, upon deposit of the proper amount determined as aforesaid with said clerk of the superior court, to be held for the benefit of such stockholder subject to the direction and order of said court, said stockholder shall be bound to transfer his said stock to the said corporation to be disposed of by the directors thereof or re-

tained and used for the benefit of the said corporation or its stockholders; and said court may make any order or decree proper to secure or effect the transfer of said stock to said corporation, which order or decree shall have the effect of a judgment in the civil action instituted by such stockholder, and may be passed after making other persons or corporations parties to said proceedings upon such notice as the court may prescribe. If any stockholder shall vote for such sale, conveyance, lease, or other disposition, or if he shall receive anything on account thereof, or, if he does not so vote and does not receive anything on account thereof and nevertheless shall fail to avail himself of the foregoing provisions to have his stock appraised within the time limited, he shall be bound finally and conclusively by said sale, conveyance, lease, or other disposition, and shall be forever estopped to call in question said sale, conveyance, lease, or other disposition, if lawfully made, or any of the things lawfully performed thereunder or in pursuance thereof. If under the terms agreed upon by such contracting or participating corporations as a consideration for said sale, lease, or other disposition, anything is to be paid or delivered by said corporation whose charter is herein amended to any stockholder coming under the provisions of the preceding sentence and such stockholder shall, upon a tender of what is to be thus paid or delivered to him, refuse or neglect to perform all acts and do all things required of such stockholder under or by virtue of the said agreed terms and to comply therewith in all respects, then said corporation may, in its discretion, in preference to resorting to other lawful remedies, deposit what such stockholder is so entitled to receive with the treasurer of the state of Connecticut to be held by said treasurer and his successors in office for the use and benefit of and subject to the order of such stockholder, his heirs, executors, and administrators, or his assigns, and upon such deposit the corporation whose charter is herein amended shall have and enjoy all titles and rights and may exercise all powers which under or by virtue of the said agreed terms it would be entitled to have, enjoy, and exercise respectively after full compliance with said terms by such stockholder. If after any such deposit is made the stockholder for whose use and benefit it is made shall commence a civil suit against

said corporation in accordance with the preceding provisions of this section, all right and interest of such stockholder in said deposit shall thereby forthwith be terminated, and thenceforth the treasurer of the state shall hold such deposit for the use and benefit of and subject to the order of said corporation.

§ 5. Said corporation whose charter is herein amended shall have full right and power from time to time, any other law to the contrary notwithstanding, to guarantee the contracts and the bonds or other obligations of any other corporation, now or hereafter and wherever organized, which is engaged or authorized to engage in the transportation of persons or property or both, or in the generation or development of electricity or of any power, and of any corporation, association, or partnership, now or hereafter and wherever organized, which owns or controls at least a majority of the capital stock of any such other corporation, and to guarantee the payment of interest on such bonds or other obligations of any such other corporation or dividends on the capital stock of any such other corporation.

§ 6. The corporation whose charter is herein amended shall, for the sake of the convenience of the public, have the right to take, with the approval of the railroad commissioners, in the manner provided in section 3687 of the general statutes, real estate, including lands and interest in lands, rights of flowage, and easements of any nature, for the purpose of constructing or improving any railroad or railway which it shall have the authority or right to construct or operate, or for the purpose of developing any water power or transmitting electricity in accordance with the provisions of section three of this resolution. Whenever in the development of any water power it shall become necessary or convenient to alter the grade or course of any road or highway, the said corporation may, at its expense, with the consent of the municipal authorities having charge of the maintenance of such road or highway, make the proper changes in the grade or course of such road or highway in such manner as not to impair its usefulness and so as to leave it in a condition acceptable to said municipal authorities; and said corporation shall be liable to any owner of land adjoining a highway so changed or of any interest in such land for

any special damage to him caused by such change. The provisions of this section shall not authorize or permit the taking of any natural pond, or of any lake, or of any dam or developed water power, or of any real estate naturally appurtenant to or suitable for the development of any particular water power of any corporation which has been heretofore chartered by the general assembly or has been heretofore organized under the general corporation law, with authority to develop such water power and which has already acquired any real estate for all or any part of its water power purposes, or of any real estate already acquired by a manufacturer for the purpose of further reasonably developing for the necessities of his business an already developed water power used in such manufacturing business, nor shall said corporation have power to take any land or water rights acquired by any public or private corporation for the purpose of supplying any community with water for public or domestic use. When any feme covert, infant, cestui que trust, or person non compos mentis shall be interested in property required by said corporation for any of the purposes aforesaid, said property shall be taken under this section on giving notice to the husband of such feme covert, the trustee of such cestui que trust, the guardian, either natural or appointed, of such infant, and the conservator of such person non compos mentis, who may respectively give releases for all damages for lands so taken as fully as if the same were holden in their own right.

§ 7. The corporation whose charter is herein amended shall have the power to acquire by purchase, lease, or otherwise and hold real estate for pleasure grounds for the recreation of the patrons of its railroads or railways, to develop and maintain such pleasure grounds and provide therein any lawful instrumentalities of popular recreation, and to charge tolls for admission to such grounds and also for the use and enjoyment of such instrumentalities of recreation. Such pleasure grounds and the rights conferred by this section may be sold, leased, or otherwise disposed of to any other person or corporation.

§ 8. Nothing in this resolution shall authorize or permit the operation of a railroad, railway, or tramway by steam along any street or highway. Nothing in this resolution

shall authorize or permit the building or extension within this state of a railroad, railway, or tramway so as to parallel any street railway or electric railway or steam or other railroad of any other company without the consent of such company or a finding by a judge of the superior court, after application, notice, and hearing as provided in section 3846 of the general statutes, that public convenience and necessity require the building or extending of such railway or tramway. Nothing in this resolution shall authorize or permit the construction within this state of a railroad, street railway, electric railway, or tramway within any town within which any other company shall have the charter right to construct a railroad, street railway, electric railway, or tramway of any description, without the consent of such other company, except upon routes, streets, and highways upon which the right to construct a railroad, street railway, electric railway, or tramway has been or shall hereafter be specifically granted to the corporation whose charter is herein amended, or to a corporation which shall lawfully hold its franchises, or to a corporation whose franchises shall have been by it lawfully acquired.

§ 9. The said corporation whose charter is herein amended is hereby located in the town of New Haven.

§ 10. Nothing in this resolution shall affect any action now pending or any remedy claimed therein.

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State of Connecticut.

PUBLIC DOCUMENT No. 23

TWENTY-FIRST ANNUAL REPORT

OF THE

Bureau of Labor Statistics

FOR THE

YEAR ENDED NOVEMBER 30, 1905.

Printed by Order of the Legislature.

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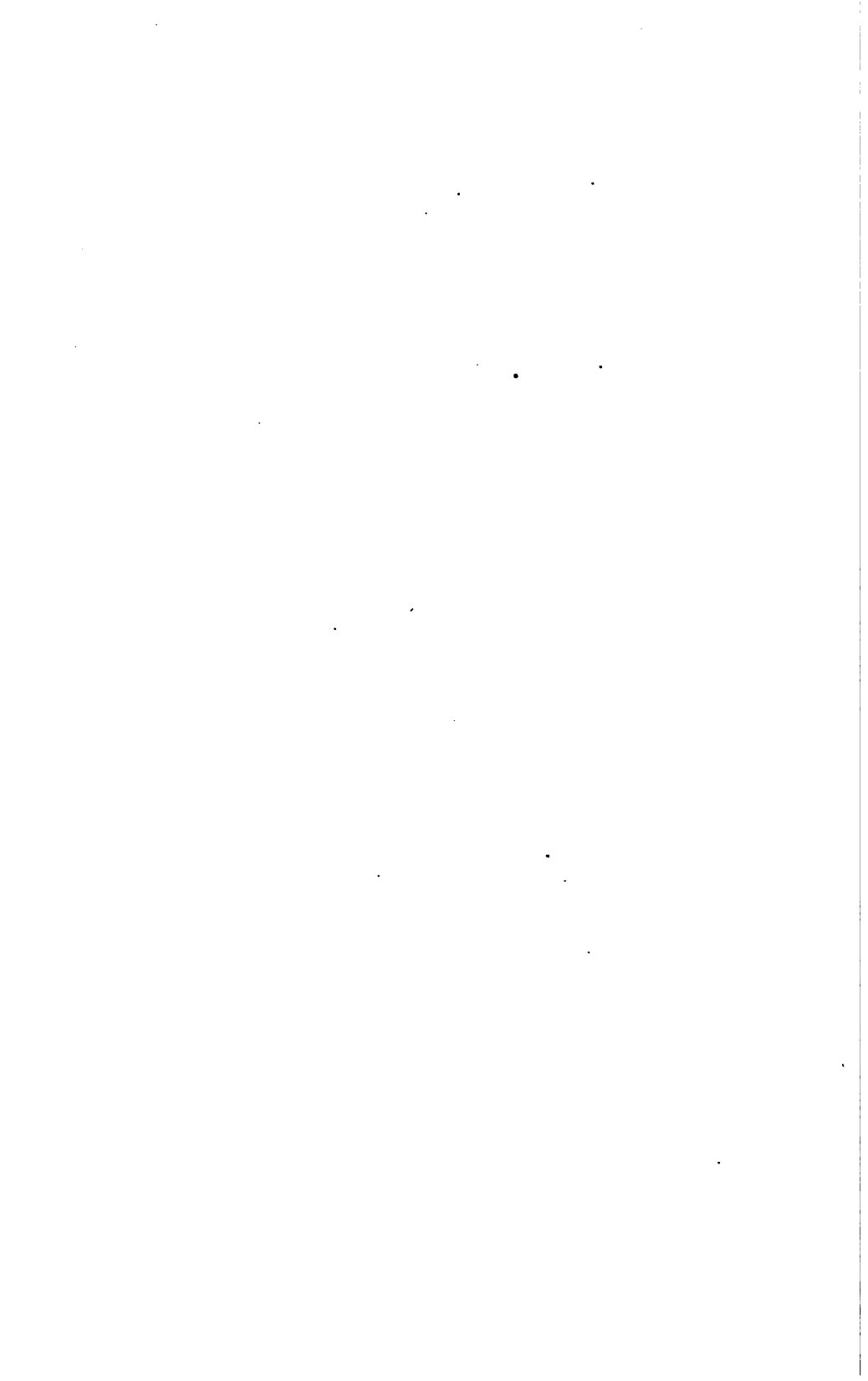
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STATE OF CONNECTICUT.
OFFICE OF THE COMMISSIONER OF BUREAU OF
LABOR STATISTICS.

LETTER OF TRANSMITTAL.

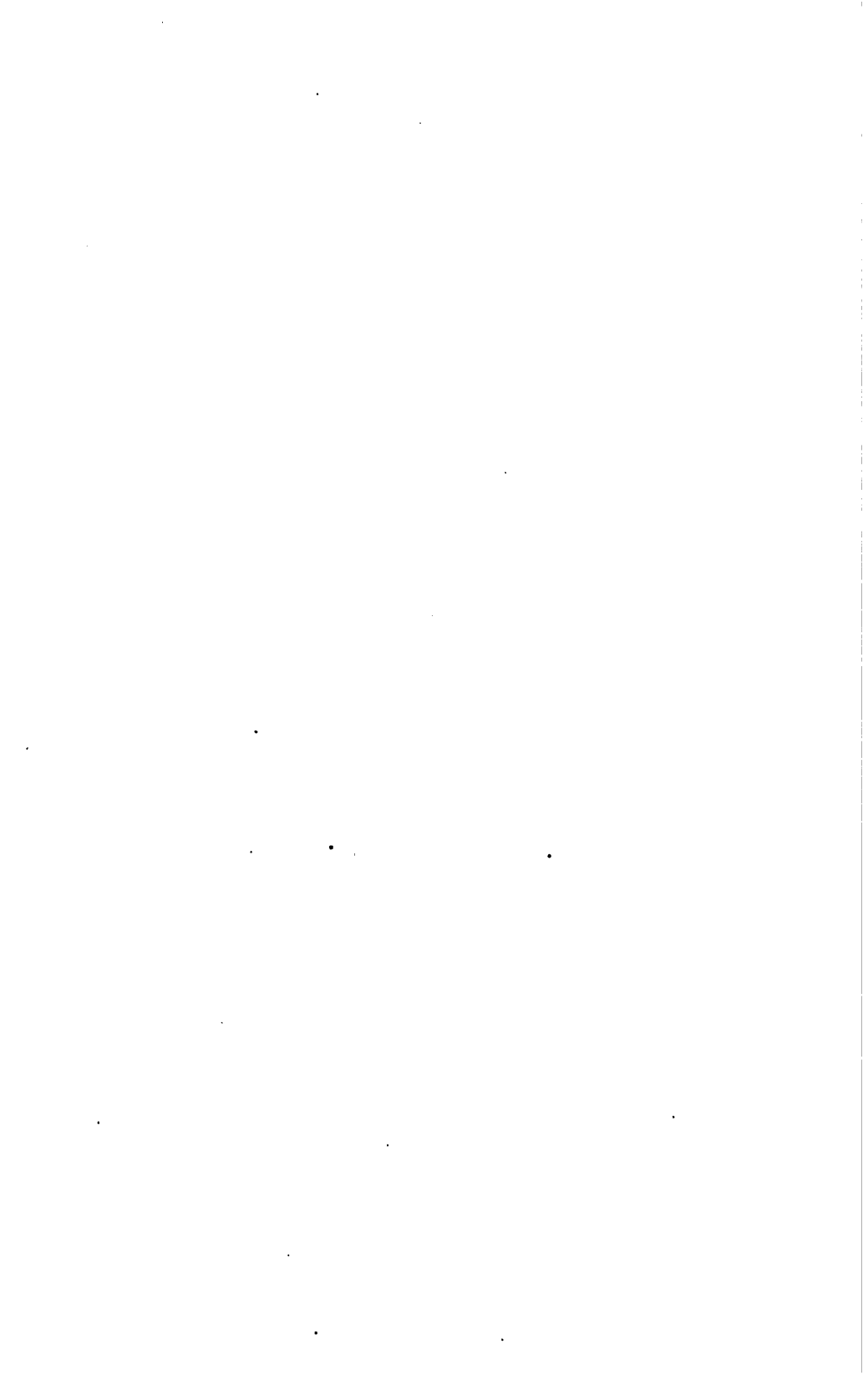
Hartford, December 31, 1905.

*To His Excellency, HENRY ROBERTS,
Governor of Connecticut.*

Dear Sir:—In accordance with the provisions of the General Statutes I have the honor to submit herewith the Twenty-first Annual Report of the Bureau of Labor Statistics.

Very respectfully,

*WM. H. SCOVILLE,
Commissioner.*



INTRODUCTION.

In compiling the material for this, the twenty-first annual report of the bureau, the department has put forth its best efforts to present the information secured by it in as comprehensive a form as was possible with the material at hand. In this connection it should be declared that no attempt was made by the bureau or its representatives to secure statistical material concerning the condition of manufactures for 1905. This feature of the report in recent years had become to be of considerable value and the chapter devoted to the subject of industrial statistics was considered of great importance, largely because of the accuracy of its figures and deductions, but mainly for its continuity. For reasons which will be shown hereafter it was deemed advisable to refrain from the use of all statistical detail upon the subject of manufactures in this report.

By Act of Congress of March 6, 1902, the year 1905 was constituted a census year, the report for manufacturing establishments being made to cover the twelve months ending December 31, 1904, or the fiscal year nearest conforming to that period. It was proposed by the United States Census Bureau in 1904, to co-operate with those states having statistical departments such as that which obtains in Connecticut, thereby obviating, it was thought, the necessity for duplication in the collecting of the information required by the Federal government. Such a plan was submitted to the Commissioner of this Bureau together with the form of schedule which had been adopted by the Census Bureau. Much thought was devoted to the subject of co-operation with the Federal Census office and after mature deliberation it was deemed unwise for this bureau to join the national department in the work necessary to secure satisfactory and accurate results.

Inasmuch as the act of Congress required the Bureau of the Census to gather and compile certain material concerning Sta-

tistics of Manufactures in Connecticut in 1905, and the period in the year determined upon being the same as that usually occupied by this department in the same work for the identical purpose, it was thought that embarrassment upon manufacturers and others from whom information would be sought would result. It was decided, therefore, to decline the proposition presented by the director of the Census and to eliminate from this report any reference to the condition of manufactures for 1905.

Whether or not the decision made as stated above was a wise one may, perhaps, be better determined by referring to the 1905 report of the Massachusetts Bureau of Statistics of Labor which, referring to the subject, says, "This first attempt in the line of co-operation, co-ordination and unification in the collection of statistics of manufactures was attended by many difficulties. Unfortunately, the schedules for the Federal Census could not be made on the same lines as those in use in Massachusetts, notably for the questions relating to 'Capital Invested and Persons Employed.'"

It should be added in this connection that the working of the plan of co-operation with the Bureau of the Census of some of the state bureaus was not wholly satisfactory to the director of the Census.

In a letter to the members of the Association of Bureaus of Labor Statistics of America, which was read at the association's twenty-first annual convention held at San Francisco, Cal., September 5-9, 1905, Director North said in part:

"I apprehend that there will be a desire to hear a full explanation of the reasons why it has proved impossible to utilize more generally the services and the facilities of the state commissioners in connection with the field work of this manufacturing census. The impracticability of that complete co-operation in this work, which has been anticipated and foreshadowed at your previous meetings, has been a great disappointment to the director of the census, and to the chief statistician in immediate charge—a disappointment in which some of your members have undoubtedly shared. I shall not attempt a complete account of the reasons why the original plans of the census

office have been so meagerly realized ; but will content myself with stating the two controlling reasons.

"The most important was undoubtedly the necessity the census office is under, of guaranteeing to manufacturers the confidential treatment of the individual returns of their business. This we were able to do, so far as our own office was concerned ; but we very quickly learned that no guarantee we were able to give regarding their treatment by a state bureau, over which the census had no control, would be accepted by many large manufacturing establishments in many states ; and I am now convinced that if we had attempted to carry out our original plans of general co-operation with the state bureaus in the field work, the canvass would have broken down at vital points. Personally, I never entertained a particle of doubt that the individuality of the individual returns would have been as sacredly respected in the state bureaus as in our own office. But you have all had occasion to know how sensitive many manufacturers are, on this point, and how quick they would have been to seize upon such an excuse for refusing to supply a schedule. The quinquennial census upon which we were engaged was an experiment ; and we had abundant evidence that its success would have been hazarded had we gone forward as originally planned.

"The second obstacle that presented itself, as our plans matured, was the impossibility of effectively and efficiently utilizing the state, except in a few exceptional cases, as the basis of the canvass. We found it necessary to make each large city the center of a separate canvass, and to hold each person assigned to the charge of a city and its environs, strictly responsible for the celerity and accuracy of the canvass of this limited district, through direct daily reports to the office. For numerous administrative reasons, I am convinced that our canvass would have been much more costly and prolonged had it been organized on any less intensive plan. It is necessary to allude to but one of these reasons. It appeared very early that our estimates of the cost of the canvass had been over-conservative. This rendered it necessary to organize the canvass on the most economical basis possible, and to employ our own clerks as

chief special agents, in many localities where we would otherwise have been glad to employ the state commissioners as local agents.

"If any commissioner is disposed to think that the census office should have known all these things earlier—at the time of your last meeting at Concord, N. H., for instance—I agree with him; and I can only plead that we were traveling over the ground under absolutely new conditions, and had to feel our way step by step."

NEW FACTORY CONSTRUCTION.

Following the custom adopted in 1900, the bureau has collected and compiled statistical data concerning new factory or mill construction which has taken place during the year ended July 1, 1905. The extraordinary activity in all lines of manufacturing promises to continue in nearly all of the industrial centers and in the larger cities plans for extensive operations in buildings for manufacturing purposes have been filed with the several municipal building departments. This indicated improvement in conditions is shared by all the more important industries of the state and may be said to be due to two factors—the unusual activity of trade and the relative absence of wide-reaching labor disputes.

TENEMENT HOUSES.

As related on Page 55, the operation of the law known as the "Tenement House Act" has had the attention of the bureau. All buildings erected in the six cities coming within the meaning of the act, which were of the description contemplated by the law, and for which permits had been granted by the lawful municipal authorities, are described in the completed forms on file in the office of the commissioner as required by law.

DIRECTORY OF LABOR ORGANIZATIONS.

Part III. of the report is devoted to the location of Labor Organizations within the state and also gives the name and post office addresses of the various secretaries. This feature of the report has become permanent and the demand for information of the character contained in this chapter largely

increased over previous years. An extra edition of this portion of the annual publication has been issued in pamphlet form in order to meet the extraordinary demand. The directory will be found on pages 65-83.

STRIKES AND LOCKOUTS.

Attention is invited to Part IV. of the report, pages 87-193. inclusive. With so active a demand for labor, there would naturally be expected an increase in industrial disputes, because workmen are frequently compelled to withdraw from employment in order to secure the higher rate justified under such conditions. The number of new disputes recorded by the bureau during the twelve-month period of 1905 were somewhat in excess of those discovered during the corresponding period of 1904, thirty-six disturbances being the number recorded in the earlier and forty-five controversies reported in the later period. In the number of persons involved there was an increase in 1905 over 1904, there being 2,948 employes engaged during the year last past against 2,699 in the preceding year. In the days lost by reason of these difficulties, however, conditions are reversed, for in 1904, 61,218 working days were lost, while in 1905 but 51,682 days' time was consumed. In the matter of wages lost, also, the amount was less in 1905 than in 1904, the total sum this year being \$83,208.02 as against \$97,336.62 last year.

With the exception of a few minor difficulties in the plumbers, gas and steam fitters' trade in some of the cities, which remain unsettled at the date of the close of this report, the only serious industrial conflict now existing in this state is that caused by the endeavor of the organized compositors to establish the eight-hour day in the book and job business. Nearly all of the newspaper offices in the state had previously shortened the daily working hours to eight, and the various typographical unions this year decided to extend the eight-hour schedule to book and job offices.

Organized compositors have insisted, in recent months, upon this proviso in renewing agreements. In some instances employers have consented to the provisions asked for, but for the

most part the book and job offices maintain former conditions and at the date of the close of this report, no prospect of an immediate settlement was in sight.

In view of the extreme importance of the principles involved in the disputes between employed and employing printers at this time it was decided to devote a considerable amount of space to a history of "Early organizations of printers," which has been culled, in part, from Bulletin No. 61, United States Bureau of Labor. The extract will be found on pages 110-193.

FREE PUBLIC EMPLOYMENT BUREAUS.

There seems to be no abatement in the business transacted by the free employment bureaus conducted by the state. Attention is particularly called to the text of Part V. of the report—pages 197-199—and the tabulated statement which follows it, which explains in detail the increased business and benefits of these offices to the public.

HOURS OF LABOR IN THE BUILDING TRADES.

Much of interest concerning the hours of labor and wage rate in the building trades will be found in Part VI. of the report, pages 211-237.

Relative to changes in daily hours of labor and prevailing wage rates during the past thirteen years, an analysis of the figures will show that the average decrease in hours of labor during the period mentioned was 13.6 per cent. and the average increase in rate of wages in all building trades included in the computation was 18.3 per cent.

The following is quoted from an address by James P. Archibald, the district organizer for New York City and vicinity, of the Brotherhood of Painters and Decorators, it giving a most comprehensive view of the progress of the movement for a shorter work-day from the standpoint of organized labor. So much of the address as did not apply directly to the subject of hours of labor has been eliminated.

" It is a trifle over twenty years ago, I think, when the American Federation of Labor sounded the advance throughout this land for eight hours.

There were a great many of those who advocated it strenuously who thought it started too soon.

"Statistics, reliable in character, have shown that wherever the shorter workday has been adopted as much if not more work has been accomplished than in the longer day, and comparisons wherever practicable have proven this fact beyond a shadow of a doubt in almost all classes of productive work.

"Many men of public distinction, prejudiced against this movement, who have undertaken to verify such statements have been compelled to acknowledge their truth, and the fact that a man can do better and often more work in eight hours than in nine has been proven to be true, while all knowledge attainable on this subject approves the wisdom of reducing the hours of labor by every means in our power.

"In Australia, in England and other of the old fatherlands where the agitation for the shorter work day began, and it has been longest tried, the testimony in its favor by almost all classes of employers is easy of access and of unquestioned veracity.

"It does no doubt occur that some men may abuse rather than use this leisure for the time being, when achieved, but they soon realize the great benefit it brings to their families and to themselves. Greater enjoyments and development both mentally and morally is the rule rather than the exception. This has been demonstrated by statistics and proven by the testimony of honest employers. . . . The shorter work day has unquestionably improved the morals of the worker as well as their mental powers to such an extent that to-day men may be found in the ranks of labor fully competent to discuss every phase of the economic conditions affecting them as a class with as much acumen, intelligence and ability as those who can and do devote more time to the study of such matters, thus dispelling the idea that more leisure makes them less worthy, less intelligent men.

"The fact is incontrovertible that wherever the shorter workday has been fairly tried, whether in private or public enterprise, the result has always favored its adoption. The Massachusetts Bureau of Labor in 1881 investigated the reduction

of the hours of labor to ten hours, and the following may be read in their report: 'It is apparent that Massachusetts with ten hours produces as much per man, or per loom, or per spindle, equal grades being considered, as other states with eleven or more hours, and also that wages here are as high if not higher than in the states where the mills run longer time.' . .

"The sixth and seventh annual reports of the United States Commissioner of Labor say that the average American workman is the best paid mechanic in the world, is also the best fed, and, though it costs more to employ him in money value, he produces so much more work because of his high standard of living that he is really the cheapest workingman in the world. Greater physical force, as the result of better nourishment in combination with superior intelligence and skill, make the workingman of the United States more efficient than those of other countries. His determination to maintain a high standard of living causes him to put forth a greater effort, and this reacts to the benefit of the employer as well as to himself. The credit of the higher wages in America almost entirely belongs to the workingman himself, because he will not work for less than will enable him to live on a high social plane.

"Australia and New Zealand led the world with an eight-hour work day, and it is now universal there, outside of agriculture and transportation. In this country the cigar makers achieved the eight-hour day in 1886, the building trades won it in 1890, a large proportion of the soft coal union miners won it in 1898, and eight hours is generally the rule on all public works. England is working eight hours and many of her coal miners work only six and a half hours; England's factory hours are from 54 to 56 per week.

IMMIGRATION.

Part VII of the report is devoted to the subject of foreign immigration. While this important topic is but briefly considered on pages 241-272, yet much can be learned from the remarkably comprehensive statements made by representatives from Connecticut at the conference of the Civic Federation in New York City, at which meeting the subject was thoroughly discussed by leading statesmen and econo-

mists from all sections of the country. The immigration figures show that during the year 1905 a total of 1,026,490 aliens entered the United States, an increase of 213,629 over the preceding year. Of these new comers 26,174 entered Connecticut, some 6,000 more than the year previous, while since 1900 the number coming into the State has nearly doubled, only a little over 12,000 having entered Connecticut in that year.

What is going to be done with this alien flood is one of the pressing problems of the State at this time and is deserving of most serious consideration. Fortunately, according to the best opinions, the character of that portion of the yearly immigration coming to Connecticut is better than formerly.

IMMIGRANTS IN DEMAND.

A silent but titanic struggle is now on between two great economic forces in this country, says Broughton Brandenburg in the *Technical World*, and the bone of contention is the European immigrant.

"It takes people to work the thousands of great mills in the industrial sections of the North and East: and labor that is cheaper is in such demand as to be powerfully attracted.

The vast undeveloped reaches of the South and West cannot be made to become productive without population, so that from the vanguard of the nation builders comes the unceasing cry of 'People, people, more people!'"

As mentioned on page 244 the National legislature plans to revise the immigration act of 1903 along the lines suggested in the resolutions adopted at the conference of the Civic Federation, the thought being to improve the quality of the immigrants and to provide for a wider distribution of them after they reach the shores of America. The bureau of immigration declares that "the incomers will number more than a million for the fiscal year, and may reach a million and a half." The proposed revision of the present law may be summarized thus: The proposed law places

its administration with the secretary of the department of commerce and labor. This, it is explained, is necessary, as the bureau of immigration, which is attached to the department of commerce and labor, has to do directly with the enforcement of the law.

The revision proposes to raise the head tax from two to five dollars. The present law says it shall be unlawful to prepay the passage of any alien or in any way to encourage immigration. The revision strikes out the word "unlawful" and says it shall be a misdemeanor.

An entirely new section relating to aliens leaving the United States is inserted, the object being to persuade immigrants to take out naturalization papers promptly. It is provided that aliens brought to this country in violation of law shall be taken back without charge to them.

A new section provides for a division of information within the bureau of immigration for the purpose of securing a distribution of immigrants among the several States and Territories. It is proposed that this new division of information shall gather all the available statistics regarding the resources, products and physical characteristics of each State and Territory, the opportunities for employment, the prevailing rate of wages, the cost of living and all other information that may tend to aid aliens in selecting a place of residence.

INVENTIONS.

Part VIII briefly relates Connecticut's position among the States patent-wise. This chapter gives a review of the inventions of citizens of the State during the last year, and also makes a thirty year comparison of the ratio of population to each patent granted.

APPENDIX.

The laws of the state, relating to labor, as amended by the legislature of 1905, are printed as an appendix.

The report proper follows:

Part I.

New Factory Construction.

- 1 ESTABLISHMENT
- 2 LOCATION
- 3 DIMENSIONS
- 4 FLOOR SPACE
- 5 ACREAGE
- 6 STYLE OF STRUCTURES
- 7 COST OF ADDITIONS
- 8 INCREASE IN NUMBER EMPLOYED
- 9 COMPARISONS
- 10 TABULATED SUMMARY

NEW FACTORY CONSTRUCTION DURING THE YEAR ENDED JULY 1, 1905.

As has been chronicled in previous reports of this department, the bureau first began to secure data concerning the matter of new factory or mill construction in the year 1900.

The chapter of the report devoted to this subject seems to have met with public approval and its continuance from year to year has been deemed advisable.

It should be understood, in making comparisons, that the data herein contained covers the period from June 30, 1904, to July 1, 1905; and in this connection it should be stated, that from information at hand at the time this chapter of the report was completed, indications pointed to a very large increase in the amount of building operations for the succeeding period.

The tabulated statement of the material contained in this chapter is similar in form and detail as has been the custom in previous issues, thus enabling the reader to make accurate comparisons and correct deductions.

NUMBER OF BUILDINGS.

For purposes of comparison the number of separate buildings erected for manufacturing purposes during the past six years, including the current year, is here given.

During the period covered by the investigation, in the year 1900, two hundred and forty-five factory buildings were constructed by one hundred and seventy-three parties. During the same period in 1901 nine-two additions were erected by the eighty-seven establishments represented.

In the following year, that of 1902, one hundred and twenty-six concerns constructed one hundred and fifty-eight separate buildings.

The year 1903 witnessed the construction of one hundred and eighty-five buildings which were erected by one hundred

and one different firms, individuals or corporations. In 1904 there were one hundred and forty-five new buildings erected or additions made to plants already existing; these were built by one hundred different establishments which made reports to the bureau. During the year last past, that of 1905; one hundred and eighty-eight structures were erected for manufacturing purposes by the one hundred and thirty-six firms, corporations and individuals represented. During the entire period of six years 1,013 separate buildings were erected or additions made by six hundred and thirty-six different concerns. Thus it is seen that, while the average number of new factories built during the six-year period was one hundred and sixty-nine, the year 1905 witnessed the construction of one hundred and eighty-eight, or 11.2 per cent. more than the average number during the period named. In the number of establishments concerned in manufacturing construction the increase in 1905 over the average number for six years is marked, there having been one hundred and thirty-six concerns interested in new factory construction during the year 1905, while the average number for the six-year period was one hundred and six, an increase in 1905 of 28.3 per cent.

TOWNS BENEFITED.

The number of towns in which there were constructed new buildings for manufacturing purposes, or where there were additions made to plants already erected, during the period covered by this chapter was forty.

There being one hundred and sixty-eight incorporated towns within the state, the proportion of them which have been benefited by the increase in manufacturing enterprises is 23.8 per cent. of the whole number. This in comparison with thirty-eight towns or 22.6 per cent. of the whole number in 1904, forty towns or 23.8 per cent. of the whole number in 1903, forty-three towns or 25.6 per cent. of the whole number in 1902, thirty-six or 21.4 per cent. of the whole number in 1901, while in 1900 fifty-nine towns or 35.1 per cent. of the whole number in the state were benefited by the erection of factory buildings. The average number of towns benefited during the

six-year period was 25.4 per cent. of the whole number within the state, or 1.6 per cent. more than is shown by the figures for 1905.

Bridgeport leads, as in 1904, in number of structures erected for manufacturing purposes during the 1905 period. The amount expended for this purpose, however, was not as great as was the case in the preceding year. There were twenty-five new buildings erected in Bridgeport in each of the two years here considered. The cost of the additions made in 1904 was reported to have been \$462,325, while during the same period in 1905 the same number of additions cost but \$168,530.

Waterbury follows with twenty-four new buildings to its credit, which cost \$293,700. During the preceding year of 1904 there were twenty-three factory buildings erected in that town at a cost of \$395,000.

The reports from New Haven show that during the year ending in 1905 there were seventeen factory buildings erected or additions made, the reported cost of which was \$238,900, against seven buildings during the same period of 1904, which were erected at a cost of \$68,500.

Hartford has thirteen structures credited as having been erected during the year last past, the reported cost of which was \$40,250, while during the same period in 1904, Hartford was credited with having constructed eleven new factory buildings which cost \$132,700.

There were eleven new buildings erected for manufacturing purposes in New Britain during the 1905 period, the reported cost of which was \$62,550. The amount expended for the same purpose in the same town during the preceding year was \$87,650, while the number of structures erected was reported to have been five only.

COMPARISON OF EXPENDITURES.

The amount of expenditures for New Factory Construction during the current year does not equal the sum expended in any of the six years with which comparisons are made.

The cost of new buildings constructed in Connecticut for manufacturing purposes during the year 1900 was given in

the report of this bureau for that year as having been \$1,949,104; 1901, \$2,121,740.58; 1902, \$2,427,572.36; 1903, \$2,367,213.93; 1904, \$1,782,663, while the reports for the current year of 1905 show that but \$1,701,730 had been expended for the purpose named. Making a comparison of the amount expended during 1905, with the figures for the same period in 1904, it is discovered that it was but 4.5 per cent. less, and 17.3 per cent. less than was the average amount expended during the six-year period 1900-1905.

The total amount expended for new factory or mill construction during the entire period included in this computation, as shown by the reports for the various years was \$12,350,023.87. Of this sum 15.8 per cent. was expended during the year 1900; 17.2 per cent. in 1901; 19.7 per cent. in 1902; 19.2 per cent. in 1903; 14.4 per cent. in 1904, and 13.8 per cent. in 1905.

AVERAGE COST.

The average cost of the buildings constructed during the year 1905 was \$9,051.76 against \$12,294.23 in 1904, \$12,839 in 1903, \$15,364.38 in 1902, \$23,062.39 in 1901 and \$7,955.52 in 1900.

The average for the entire period of six years, 1900-1905 being \$13,427.88. It must be remembered, however, in making comparisons, that many factory buildings were under contract and in process of construction at the time of the close of this report, the cost of which will appear in a succeeding issue.

REASONS FOR BUILDING.

As has been the experience of the bureau in preceding years, it has been difficult to ascertain with any degree of certainty the various causes for the construction of new factory buildings. It should be stated, however, that in a majority of cases previous confined quarters and a desire to increase facilities for a larger output were the prime factors in inducing the concerns to add to the size of plants.

INCREASE IN NUMBER EMPLOYED.

Many establishments which made additions to or built new factory structures during the year had no occasion to add materially to the number of employes usually engaged.

This is true, for the reason that, in many cases increased space was required, not only to relieve congested conditions, but to make room for more advanced machinery for the use of those already employed.

Examination of the table which follows will show, however, that 1,390 more persons are employed than before additions were made.

CONSTRUCTION OF BUILDINGS.

Of the one hundred and eighty-eight buildings of which a record is made in this chapter, one hundred and twenty were constructed of brick material, forty-eight were of frame construction, seven of brick and steel, five of brick and iron, three were of brick and frame construction, two of brick and stone, and one each of brick and concrete, natural stone and artificial stone.

Thus it is discovered that the material used in the construction of factory buildings continues to be of the slow burning character. The proportion of the whole number of buildings into which brick entered as the principal material was 64 per cent., while the portion which contained brick, stone, steel, iron and concrete was 73 per cent., frame construction being represented by 27 per cent. of the whole.

HEIGHT OF BUILDINGS.

As has been chronicled in previous reports upon the subject of "Factory Construction," the one-story plan predominates. Of the whole number of buildings erected during the period covered by this report, one hundred and eight were of the one-story plan, twenty-five were two stories in height, nineteen three stories, eighteen four stories, seven were two stories with basement, three were three stories high with basement, three were built five stories from the ground, one each were one

and one-half, two and one-half, three and one-half, one story and basement and five stories with basement.

FLOOR SPACE.

The floor space covered by the factory buildings erected during the year 1905 was 12.4 per cent. greater than was the area of the floors within the structures erected for manufacturing purposes during the corresponding period in 1904. A statement "by towns" showing the floor space of the new buildings erected in each during the year last past follows:

Town.	Square feet.
Ansonia	3,060
Beacon Falls	9,000
Branford	2,320
Bridgeport	261,605
Bristol	36,702
Canton	13,297
Chatham	5,460
Darien	4,000
Derby	875
Glastonbury	59,908
Greenwich	5,688
Griswold	31,878
Haddam	10,560
Hartford	38,953
Huntington	15,000
Manchester	17,550
Meriden	16,167
Middletown	29,660
Montville	11,250
Naugatuck	35,328
New Britain	63,039
New Haven	173,511
New London	42,600
Norwalk	33,459
Norwich	94,760
Plainville	20,742

Town.	Square feet.
Plymouth	10,304
Seymour	3,120
Southington	2,900
Sprague	82,200
Stamford	49,281
Stonington	11,185
Torrington	53,508
Wallingford	19,420
Waterbury	264,718
Watertown	26,130
West Hartford	30,000
Willington	20,900
Windsor Locks	73,350
Winchester	50,835
Total	1,734,223

ACREAGE.

The area in acres covered by the new buildings, of which a descriptive statement follows this paragraph, was approximately the same as was shown in the report of the bureau for 1904 concerning the same subject. In exact figures, however, the area or ground space roofed in during the 1905 period was 19.6 acres, while during the preceding and corresponding period of 1904 the area covered was nineteen and one-third acres.

There were but four towns in the state within the limits of which were factory buildings erected covering a ground area in excess of one acre. Bridgeport leads the state in this respect wherein the space covered was 148,647 square feet or 3.4 acres. Waterbury follows with an area enclosed of two and one-half acres. New Haven is third in the list, its new manufactories covering a ground area of 1.8 acres, while in Norwich the new factories erected there covered a ground space of 1.3 acres. Following the descriptive statement referred to in the preceding paragraph, will be found a tabulated statement in detail of the buildings constructed for manufacturing purposes during the year last past.

ANSONIA.

A new building to be used as a brass foundry was erected by Howard Phelps. The structure is one story high, of brick construction, 38x40 feet in size, and cost \$4,000.

BEACON FALLS.

The Homer D. Bronson Company built a brick addition to its plant. It consists of a building one and two stories in height, 30x100 feet in size, and cost \$4,500.

BRANFORD.

The Malleable Iron Fittings Company erected a new power house. It is of brick and steel, fireproof construction, and was built for the purpose of installing a boiler and generator to provide for running the machinery by electricity. The building is 29x40 feet in size, one story high and basement, and cost \$7,800.

BRIDGEPORT.

The American Graphophone Company made three extensive additions to its plant. The most important of these is the enlargement of one of its factory buildings, by carrying it up two additional stories. The building is of brick with gravel roof, its dimensions 60x230 feet, and the cost \$25,000.

The next in importance was the brick factory building, four stories high, 60x167 feet in size which was erected at a cost of \$12,000.

An addition composed of brick and steel, was also made to the foundry building. It is 62x148 feet in size, one story high, and cost \$7,500. The increase in number employed caused by these additions is estimated as being fifty employees.

A frame shop, 72x106 feet in size and one story high, was built by the Bridgeport Boiler Works. The reported cost was \$1,200.

The Bridgeport Brass Company made a four-story addition to its extensive plant. It is of brick construction with a "Bullard roof." Its dimensions are 35x198 feet; is equipped with an automatic sprinkler system and cost approximately \$20,000.

The Bridgeport Hardware Company replaced a building which had been destroyed by fire. The new structure is of brick, three stories high with a "Bullard roof." Its dimensions are 104x133 feet and the cost \$9,000.

A new building to be used for storage and automobiles was erected by the Bridgeport Hydraulic Company. It is 30x60 feet, one story high, with corrugated iron roof and cost approximately \$1,500.

A one-story brick addition to its japanning room was made by the Bryant Electric Company. The extension is 20x30 feet and cost \$600.

The Columbia Nut & Bolt Company erected a frame factory building for the manufacture of lock nuts for cars, automobiles and similar uses. It is one story high, 50x100 feet, and cost \$2,500.

The Eaton, Cole & Burnham Company built an addition to its boiler house. It is of brick, 40x80 feet, one 16-foot story, with a Bullard plastic cement roof, and cost \$2,280.

A wood and coal shed was also built by the same company, it being of brick construction, 20x30 feet, one story high, and costing \$500.

An addition to its foundry building was also built by the company. It is of brick, heavy mill construction, 50x91 feet, three stories high, and cost \$3,000.

A new factory building was erected by the Elastic Fabric Company. The structure is one story high, 57x76 feet, of brick construction, and the reported cost \$7,500. It is estimated that twenty-five additional hands are employed.

The Hathaway Manufacturing Company built a one-story brick structure for use as a boiler house. It is of brick construction, 16x35 feet, and cost approximately \$550.

A frame storehouse, one story high, 36x77 feet in size, costing \$500, was erected by Harvey Hubbell.

The National By-Products Company erected a new building for use as a garbage reduction plant. It is one story high, 42x51 feet, of brick construction and cost \$6,500.

The A. H. Nilson Machine Company built a new factory for use as a machine shop. The structure is one story high,

45x200 feet, steel frame and roof with brick and terra cotta walls and granolithic floors, making the construction practically fire proof. The reported cost of the building was \$8,500, and five additional hands are employed.

The Salts Textile Company erected a new weave shed. The building is one story high, 52x88 feet, of brick construction, with saw-tooth gravel roof, and cost \$5,000.

The Simeon Hard Rubber Corporation built a frame addition to its plant. The structure is 24x50 feet, one story high, and cost \$900.

Thomas P. Taylor built an addition of brick construction, one story high, 23x39 feet, at a cost of \$1,000.

The William M. Terry Company erected a brick four-story warehouse. The building is 52x74 feet in size, of mill construction, with galvanized iron cornices, granite trimmings, cast iron columns, gravel roof and cost \$15,000.

The Union Metallic Cartridge Company made four additions to its extensive plant. One consisting of a one-story brick addition 28x74 feet, costing \$3,200. Another which cost \$2,000, also of brick construction, 30x31 feet, one story high, a third being of brick and steel construction to be used as a power house. This building is 74x111 feet and cost \$22,000. A brick storage building completes the number, which is one story high, 162x202 feet, and cost \$10,800.

BRISTOL.

The New Departure Manufacturing Company erected an extensive addition to its plant which was not, however, ready for occupancy upon July 1, 1905, but had nearly reached completion. The building is three stories high, 52x81 feet, of brick construction, with gravel roof and the cost \$15,000.

The Sessions Clock Company, located at Forestville, erected a brick addition to its plant. The building is three stories in height, 45x130 feet, cost \$20,000, and forty additional hands are employed.

To replace building destroyed by fire December 19, 1904, the Turner Heater Company built a new frame shop. The factory consists of a two-story building, 30x80 feet, with ell, 39x44

feet, two stories high and basement. The entire cost of the structure is \$2,000.

CANTON.

The Collins Company, located in the village of Collinsville, erected a building to be used for storage purposes. It is of brick construction, 35x101 feet, two stories high and basement, the reported cost being \$8,000. The company also built a new brick forge room at a cost of \$1,500. This building is 38x38 feet, and one story high.

A further addition was made by the company, consisting of a grinding shop one story high, 32x39 feet, which cost \$700.

CHATHAM.

L. S. Carpenter & Sons, located at East Hampton, built a new frame factory which cost \$1,000. It is used for the manufacture of paper boxes, is 30x80 feet in size, and one story high.

The Tibbals Oakum Company at Cobalt erected a new mill to replace a former one destroyed by fire. It is of brick construction, fire proof throughout, steel beams for roof, concrete for roofing and floors, one story high, 34x90 feet, and cost \$3,500.

DARIEN.

A building used for the manufacture of launches was added to by John Oberlander at "Five Mile River." The addition is of frame construction, 50x80 feet, one story high, and cost \$500. Five additional hands are employed.

DERBY.

An addition to its foundry building was made by the Birmingham Iron Foundry. It is of brick construction, 25x35 feet, one story high, and cost \$1,500.

GLASTONBURY.

The Glastonbury Knitting Company improved its No. 1 mill at Addison by erecting a frame addition, 33x64 feet in

size, three stories high with basement at a cost of \$4,000. An increase of ten in number employed is reported.

The Williams Brothers Manufacturing Company built an addition to its plant. The structure is 40x80 feet, two stories high, of brick construction, with gravel roof, and cost \$5,000. Twenty-five additional hands are employed.

The J. B. Williams Company enlarged its plant by building a fire-proof addition of brick and iron, four stories high, 30x50 feet, at a cost of \$12,000. A second improvement was made by adding to its plant a four-story building, 51x165 feet, of brick, heavy mill construction, the reported cost being \$30,000. In addition to the foregoing, a brick boiler house was also constructed, its dimensions being 50x108 feet, one story high, which cost \$6,000. None of these additions were wholly completed upon July 1, 1905, but were in use at the time of the close of this report.

GREENWICH.

The plant of J. P. Crosby was improved by adding a one-story frame structure on four sides of original mill. It is 18x316 feet in size, cost \$4,000, and six additional hands are employed.

GRISWOLD.

To replace building destroyed by fire, the Textile Novelty Company at Jewett City erected a new mill. The structure is of brick, 50x201 feet, two stories high and basement, and cost \$15,000. In addition to the above described factory, a brick boiler house was erected. It is also of brick construction, one story high, 36x48 feet, and cost \$1,500.

HADDAM.

The extensive plant of the D. & H. Scovil Company at Higganum was enlarged by the erection of a one-story brick building having a gravel roof. The dimensions are 40x264 feet, and the cost approximately \$16,000. The building was erected for the purpose of relieving congested conditions and to supply

the place of an abandoned plant. Twenty-five additional hands are employed.

HARTFORD.

The Billings & Spencer Company added to its plant by building a small brick structure, one story high, $5\frac{1}{2} \times 78$ feet, at a cost of \$750.

A small frame addition was made by C. Birkery. It is one story high, 20×50 feet, and cost \$800.

By reason of the necessity for a change in location of the plant, T. J. Blake & Son erected a new brass foundry. The building is of brick, 40×100 feet, one story high, and cost \$7,000. The firm also built a new brick office building, two stories high, 30×38 feet, costing \$2,000.

An addition to its plant was made by the Colt Patent Fire Arms Company, consisting of a building for storage purposes. It is three stories high, of brick construction, 30×46 feet in size, and cost \$2,200.

The Hartford Faience Company made three small additions to its plant. They are of frame construction, all one story high, 16×20 feet, 16×40 feet, and 45×45 feet in size, respectively. The reported cost of these additions was \$1,000, and fourteen additional hands are employed.

A new building for the use of Charles Soby as a cigar factory was erected by the Hills estate. It is of brick construction, 45×73 feet, four stories high, cost \$20,000, and fifty more hands than formerly employed.

A new building for storage purposes was put up by the Naragansett Brewing Company. It is of frame construction with a tin roof, one story high, 24×35 feet and cost \$350.

A wood-working factory was erected by Robert Porteus. It is 40×60 feet in size, two stories high with basement and cost approximately \$2,000.

A factory building, which is to be rented for manufacturing purposes, was erected by F. C. Rockwell. It is one story high, 41×67 feet, of brick construction, and cost \$4,000.

The addition to the plant of the Standard Foundry Company consisted of a one-story frame building, 12×16 feet, the reported cost of which was \$150.

HUNTINGTON.

The Specialty Weaving Company completed an addition to its plant located at Shelton. The improvement consists of a brick building, 50x75 feet, four stories high, and cost \$15,000. A desire to increase the capacity of the plant was the reason for the erection of the structure, twenty additional hands being employed.

MANCHESTER.

The William Foulds Paper Company erected a new paper mill to replace one of the same character which had been destroyed by fire. The building is of brick, one and two stories in height, and cost \$8,000.

MERIDEN.

The Columbia Shade Cloth Company, better known as the Meriden Curtain Fixture Company, added to its extensive plant by building a four-story brick addition, 20x40 feet in size, which cost \$7,000.

The Curtiss-Way Company erected a building for office and storage purposes. It is of brick and steel construction, 30x57 feet, three stories high, and cost \$6,500.

A frame addition was made to the paper box manufactory conducted by E. J. Doolittle. It is two stories in height, 30x40 feet in size, and cost \$1,200.

An addition to the boiler house at Factory "H" was built by the International Silver Company. It is one story high, 11x42 feet, of brick construction, and cost \$1,200.

A new frame building was erected by the Meriden Gravure Company. It is one story high, 35x80 feet, and cost \$2,100.

The Parker Clock Company built a one-story brick boiler-house, 25x39 feet in size, which cost approximately \$2,000.

MIDDLETOWN.

A small addition to its plant was made by the Ammonine Manufacturing Company. The new structure is one story high, 20x38 feet, of frame construction with gravel roof and sides of "Flint-Kote." An increase of two in the number employed was reported.

The improvements made by the New England Enameling Company consisted of a one-story frame building for storage purposes, 20x40 feet in size, which cost \$400. In addition to the building described above, the company erected a brick and iron addition to its plant, one story high, 40x70 feet, at a cost of \$3,000. This building was put up to take the place of a frame structure which had been destroyed by fire.

The company also built another addition which is of brick construction, two stories in height, and 50x100 feet in size. The reported cost of this building was \$10,000, and twenty-five additional hands are employed.

I. E. Palmer built a frame addition to the Arawana Mills. The structure is four stories high, 45x85 feet in size, cost \$5,500, and twenty-five more persons than formerly are employed.

MONTVILLE.

The Pequot Mills Company increased its capacity for production by erecting a three-story brick addition, the dimensions of the building being 50x75 feet, and the cost \$12,000.

NAUGATUCK.

The Goodyear Metallic Rubber Shoe Company made an extensive addition to its plant in order to increase its capacity for production. The building is of brick construction with slate roof, is 42x176 feet in size, and four stories high. The reported cost of the structure was \$37,000, and one hundred additional hands are employed.

An addition to its plant was erected by the Naugatuck Chemical Company. It is two stories high, 48x60 feet, of brick construction, cost \$7,500, and eleven additional hands are employed.

NEW BRITAIN.

A new factory building was erected by C. L. Barnes for the occupancy of the American Artificial Stone Company. It is of frame construction, 24x60 feet, one story high, cost \$750, and five persons are employed.

The Corbin Motor Vehicle Company erected a building of brick and steel construction. It is one and one-half stories in height, 47x122 feet, and cost \$8,500.

The P. & F. Corbin branch of the American Hardware Company erected a small brick addition to the plant. It is 18x43 feet in size, one story high, and cost \$1,800.

There were three additions made to its plant by the Hart & Cooley Company. The buildings consist of a one-story frame building, 50x104 feet in size, to be used for storage purposes. The cost of this building was approximately \$3,500. A new Japan room was also constructed. This building is one story high, 30x46 feet, of brick construction, with gravel roof, and cost \$1,500. The other addition is three stories high, 52x105 feet in size, of brick construction, cost \$18,000, and twenty-five more hands than formerly are employed.

An addition was erected for the Kinnear-Hood Steel Company which is 33x37 feet in size, one story high, of brick construction, with gravel roof, and cost \$1,200.

An addition to its foundry building was constructed by the Malleable Iron Works. It is of brick construction with corrugated iron roof, 55x80 feet, one story high, and cost approximately \$7,500.

An addition was made to the plant of the Parker Shirt Company. The building is of brick with gravel roof, 42x57 feet, three stories high and basement. It was reported that the building cost \$9,000, and that forty additional hands are employed.

The John Pinches Company added to its wood-working plant a three-story structure, 50x64 feet in size. The building is of brick construction with gravel roof; the reported cost was \$8,000, and six more employes than formerly are engaged.

In order to increase the capacity of its plant an addition to the pattern-making room was made by the Vulcan Iron Works. It is one story high, 32x50 feet, of brick construction, with gravel roof, and cost \$2,800.

NEW HAVEN.

The L. Candee Company built an addition to its extensive plant. It is of brick construction, with gravel roof, three stories high, 20x60 feet, and cost \$2,000.

For use as a power-house a building was erected by H. B. Ives & Company. It is one story high, of brick construction, with gravel roof, 23x54 feet in size, and cost \$2,000.

The Marlin Fire Arms Company erected a three-story brick addition to its plant. The dimensions are 30x50 feet, and the cost \$4,000.

The McLagon Foundry Company rebuilt its foundry building. The structure is of frame and brick construction, one story high, 80x150 feet, and cost \$7,000.

The Narrow Fabric Company added to its plant by building a one-story frame structure, the dimensions of which are 30x96 feet. It was reported that the cost of the improvement was \$1,700, and that thirteen additional hands are employed.

The National Wire and Steel Company built an extensive addition to its plant. The building is two stories high, 40x450 feet, of brick construction, cost \$35,000, and the increase in number employed was reported to have been fifty-two.

A new plant for the manufacture of stone products was built by the New England Stone Company. The product is known as "Litholite," and the building for its manufacture is two stories high, 100x150 feet in size, is of frame construction, and cost \$7,500.

A new factory building was erected by the New Haven Clock Company, which was not entirely finished upon the date of the close of this report. The building is of brick construction, with gravel roof, four stories high, 46x86 feet, and the estimated cost \$15,000.

The New Haven Pulp and Board Company built a brick addition to its plant. Its dimensions are 47x77 feet, three stories high, and the cost \$9,500.

A frame addition to its plant was made by the A. Ochsner & Sons Company. It consists of a building two stories high, 14x36 feet, which cost \$850.

Improvements were made in the factory building of the Rattan Manufacturing Company which had been partially destroyed by fire. They were in the nature of repairs and the dimensions could not be ascertained. The cost, however, was reported as being \$2,700.

For use as a cold storage building, the Weibel Brewing Company erected a structure of brick and iron, four stories high, 50x100 feet in size. The reported cost was \$6,000, and seven persons were added to the number usually employed.

The Winchester Repeating Arms Company added to its extensive establishment by building for factory and office purposes, a brick structure, three stories in height, 50x200 feet, at a cost of \$130,000.

At a cost of \$7,000 the company also built a one-story brick power house, 36x50 feet.

An addition was also made to the company's gas plant. It is of brick and iron construction, one story high, 30x40 feet, and cost \$2,800.

In addition to the buildings described above, a small brick extension to one of its factory buildings was made by the company. It is one story high, 20x30 feet, and cost \$850.

The Yale Brewing Company added to its plant by building an addition of brick and iron, one story high, 40x50 feet. The reported cost of the improvement was \$5,000, and six additional hands are employed.

NEW LONDON.

A one-story frame building for storage purposes was erected by the Brainard & Armstrong Company. Its dimensions are 18x40 feet, and its reported cost was \$750.

The Brown Cotton Gin Company built an extensive addition to its plant. The structures is of artificial stone with saw-tooth roof, one story high, 165x232 feet in size, and cost \$30,000. A portion of the building is used for storage purposes but the larger part was constructed for the purpose of relieving congested conditions.

An addition to his boiler manufacturing plant was made by J. J. Drummond. It is one story high, of brick construction, 40x90 feet in size. The reported cost was \$5,000, and ten additional hands are employed.

NORWALK.

A new factory for the manufacture of lace was erected by the Boese, Peppard Manufacturing Company, at South Nor-

walk. The building is 67x144 feet, two stories high, of brick, heavy mill construction with gravel roof, cost \$20,000, and fifty-one hands are employed.

The Colonial Foundry and Machinery Company, located at South Norwalk, made two additions to its plant. They are of frame construction, each being one story in height, 36x58 feet and 40x40 feet in size respectively. It was reported that the cost of both was \$7,500, and that ten more hands than formerly are employed.

A new plant for the manufacture of paper was erected by the St. George Pulp and Paper Company. The building is of brick construction with steel truss roof, one (19 foot) story high, 43x225 feet, and cost \$18,000. It was also reported that seventy-five hands are employed.

The United States Foundry and Sales Company enlarged its plant by building an addition to its foundry building. It is of frame and brick, one story high, with iron roof, 20x40 feet, and cost approximately \$800.

NORWICH.

A new manufacturing plant used for the production of dress silks, linings and veilings was erected by Michael G. Green, he having removed the business from Paterson, N. J.

The new factory building consists of a two-story brick structure, 51x204 feet in size, the reported cost of which was \$22,000. A one-story brick boiler house was also constructed, the dimensions of which are 20x52 feet, and the cost \$2,000. One hundred and twenty-five hands are employed with the probable increase to double that number in the near future.

The Kellogg, McCrum & Howell Company put up a new building for storage purposes. It is of frame construction, 66x77 feet, three stories high and cost \$8,000.

An addition to its storehouse was built by the W. H. Page-Boiler Company. It is of frame construction, one story high, 16x201 feet, and cost \$1,500. The company also built an addition to its machine shop, which was also of frame construction, 30x135 feet, and one story high. The cost of this addition was \$2,000, and twelve additional hands are employed.

The Ponemah Mills at Taftville made three additions to the establishment. The improvements consist of a brick addition to the plant, 75x100 feet in size and two stories high, which cost \$15,000. One story was added to one of the factory buildings by raising the roof. The material used was brick and the dimensions, 60x340 feet. The cost of this improvement was \$15,500. A brick addition to a building used for storage purposes was also erected. It is 50x100 feet, three stories high, and cost \$8,500.

The addition to the plant of the Totokett Mills Company at Occum, while not wholly completed at the time of the close of this report, was so far advanced as to be entitled to a place in this chapter. The structure is of brick, with saw-tooth roof, of heavy mill construction, two stories high, 140x291 feet in size, and cost approximately \$75,000. The increase in number of employes caused by this addition could not be determined for the reason outlined above.

PLAINVILLE.

A small addition to its plant was made by the Clark Caster Company. It is of brick construction, 16x26 feet, one story high, and cost \$400.

A new frame factory building was erected by Benjamin Lamb for his use as a machine shop. It is two stories high, 25x40 feet, and cost \$600.

The Trumbull Electric Company built a new brick power house, 36x38 feet, one story high, at a cost of \$3,000. The company also had under process of construction, at the time of the close of this report, a brick addition to its plant. The structure is three stories high with basement, 40x106 feet in size, and the estimated cost \$15,000.

PLYMOUTH.

At a cost of \$8,500, the Bristol Specialty Company erected a new manufacturing plant at Terryville. It is of brick construction, two stories high, 32x145 feet, with a one-story wing, 32x32 feet in size. It was reported that thirty hands are employed.

SEYMOUR.

A brick addition to its manufactory was built by the Fowler Nail Company. The structure is 26x60 feet, two stories high, and cost \$4,000.

SOUTHINGTON.

The Beaton & Corbin Manufacturing Company erected a frame addition to its factory, 29x50 feet in size, two stories high, cost \$1,500, and ten employees were added to the usual number.

SPRAGUE.

An addition to its boiler house was built by the Baltic Mills Company at Baltic. It is of heavy stone construction, one story high, 15x48 feet, and cost \$2,000.

STAMFORD.

The additions made to the plant conducted by Baer Brothers were all of one-story and frame construction. The dimensions are of various proportions, comprising about 4,200 square feet of floor space. The stated cost of the improvement to the plant was \$5,200, and an increase of twenty in the number employed was reported.

A new factory building to be used as a brass foundry was erected by Christian Brown. It is two stories high, 40x90 feet, and cost \$3,000.

The Yale & Towne Manufacturing Company erected two additions to its extensive plant. Both of these buildings are of brick, heavy mill construction, one being 56x70 feet in size, one story high, which cost \$4,000; the other is two stories high, 85x200 feet and cost \$35,000. The increase in number employed caused by these additions was estimated as being 140 hands.

STONINGTON.

A frame addition to its machine shop was built by J. W. Lathrop & Company at Mystic. The building is 30x60 feet in size, one story high, cost approximately \$1,000, and fifteen additional hands are employed.

A new brick store house was erected by the Rossie Velvet Company at Mystic. It is one story high, 20x170 feet and cost \$3,000.

The Standard Machine Company, also located at Mystic, made the following additions to its plant, all being of brick construction and one story in height. The engine house is 25x75 feet, boiler room 25x30 feet, and the warehouse 32x105 feet. The reported cost of all the additions was \$11,000.

TORRINGTON.

The Coe Brass Manufacturing Company made an extensive addition to its plant, consisting of a brick and steel structure, 50x150 feet in size, and two stories high. It was reported that the building improvement cost \$15,000, and that twenty-five additional hands are employed.

Although the additions to the plant of the Union Hardware Company were not wholly completed at the time this report closed, yet it is proper that descriptions of the buildings should have a place here.

The addition made to the "Hermacite Building" is of brick construction, one story high, 24x112 feet, and cost \$6,000. The boiler or power house is of brick and steel, 56x86 feet, one story high and cost \$7,500. The forge shop is one story high, 52x202 feet in size, of brick construction, with steel roof and cost \$12,500. A box shop was also erected, which is of brick, 41x250 feet, and two stories in height. The reported cost of the last described building was \$20,500.

WALLINGFORD.

The H. L. Judd Company added one story to a factory building already constructed. It is of brick, 50x350 feet, cost \$7,500, and ten additional persons are employed.

The Wallingford Company also raised the roof of its factory building one story. The construction is of the frame variety, 30x64 feet in size. The cost was \$2,000 and five more hands than formerly are employed.

WATERBURY.

A new storehouse was built by the American Pin Company at Waterville, which was not wholly completed at the time of the close of this report. The structure is of brick with gravel roof, 53x162 feet in size, and cost \$21,500.

At an estimated cost of \$2,500, the Benedict & Burnham Manufacturing Company put up a new frame factory building. Its dimensions are 67x72 feet, one story high, and twenty more hands than formerly are employed.

The Berbecker & Rowland Company improved its plant at Waterville by building two additions, both of brick construction and one story high. The dimensions of the smaller structure being 25x59 feet, and the cost \$2,000. while the larger building is 33x120 feet in size. The cost of the last described building was \$5,000 and twenty-five additional persons are employed.

For use as an office, draughting and storage room, the Bristol Company erected a building, 51x52 feet in size, two and one-half stories high. It is of brick construction and cost \$10,000.

The additions made to the plant of the Farrel Foundry and Machine Company consist of two brick structures, both five stories in height, one 34x62 feet in size, the other 49x94 feet. The cost of both buildings as reported was \$38,500.

The Holmes, Booth & Haydens Company erected a new factory building of brick construction with gravel roof. The structure is 66x74 feet in size, one story high and cost \$6,000.

A new brick boiler house was built by the F. H. Kalbfleish Company. It is one story high, 32x32 feet, and cost \$2,000.

A frame addition to its factory building was erected by the Mattatuck Manufacturing Company. The structure is 18x25 feet in size, one story high and cost \$500.

For use as a casting shop the Randolph-Clowes Company erected a one-story brick building, 28x133 feet in size, at a cost of \$4,500.

Enlargements to the plant of the Scovill Manufacturing Company consists of an additional story to one of its brick factory buildings, 36x196 feet in size, a four-story brick addi-

tion, 36x60 feet, two other additions of brick construction with gravel roof, 12x15 feet, and 44x84 feet respectively. In addition to the buildings described above there was also erected a brick structure, 55x249 feet in size and five stories high. The total cost of the improvements was \$107,900, and it was reported that forty more hands than formerly are employed.

A new wood-working factory was erected by J. E. Smith & Company. The building is of brick and stone heavy mill construction, 54x125 feet in size, and three and one-half stories high. The cost of the manufactory was \$20,000 and twenty additional persons are employed.

A building designed for office purposes was put up by the Waterbury Brass Company. It is of brick construction, one story high, 16x69 feet, and cost \$1,300. The company also erected a brick factory building, its dimensions being 102x122 feet and one story high. The cost of the last described structure was \$15,500, and it furnishes facilities for the employment of ten more hands than were formerly employed.

The Waterbury Button Company erected a new factory building. It is three stories high, of brick construction, 40x100 feet, with ell 30x40 feet, and cost \$15,500.

A brick addition to its plant was built by the Waterbury Crucible Company. The structure is 32x76 feet in size and two stories high. It was reported that its cost was \$6,000, and that five additional hands are employed.

The Waterbury Manufacturing Company increased the size of its plant by raising the roof of its building one story. The dimensions are 50x112 feet, the cost \$7,000, and thirty-five more hands than formerly are employed.

A new factory building was erected by the Waterbury Paper Box Manufacturing Company. It is of brick construction, two stories high, 82x138 feet in size, and cost \$28,000.

WATERTOWN.

A one-story boiler-house was erected by the Heminway & Bartlett Silk Company at a cost of \$1,000. It is of brick and concrete, and its dimensions are 20x40 feet. The company also put up a new factory building which is of brick construc-

tion with gravel roof. It is two stories high and basement, 42x96 feet in size, cost \$6,000, and fifteen additional hands are employed.

The Oakville Company made two additions to its plant at Oakville. The smaller addition is of brick construction, one story high, 18x81 feet, and cost \$1,700. The other improvement consists of an addition which is also of brick, four stories high, and 32x92 feet in size. The cost of the last described building was \$18,500, and it was reported that fifteen more hands than formerly are employed.

WEST HARTFORD.

An addition to its plant was built by the Whitlock Coil Pipe Company at Elmwood. It is of brick construction, 50x200 feet, two stories high with basement and cost approximately \$30,000. The structure was erected for the purpose of increasing capacity for output and it was reported that fifty more hands than formerly are employed.

WILLINGTON.

A new manufactory was erected by the Gardner Hall, Jr., Company at South Willington. The building is four stories high, 50x100 feet in size, of brick, heavy mill construction, and cost \$22,500. The company also built a brick boiler house, 30x30 feet in size, one story high, at a cost of \$1,000.

WINDSOR LOCKS.

Improvements were made to the plant of the J. R. Montgomery Company at an estimated cost of \$75,000. The addition consisted of a brick structure, five stories high, with basement. The dimensions are 75x163 feet, and twenty-five additional hands are employed.

WINCHESTER.

The W. L. Gilbert Clock Company at Winsted erected a brick addition to its extensive plant. It is of heavy mill construction, four stories high, 60x126 feet, and cost \$35,000.

A new warehouse was in course of construction for the New England Pin Company at Winsted at the time of the close of this report. It is of frame and brick, three stories high, 53x55 feet, and the estimated cost was \$12,000.

A brick addition to the works of the Winsted Edge Tool Company was erected during the year. This establishment is located within the limits of the borough of Winsted and the improvements made by it, while not wholly completed at the time of the close of this report, consisted of a one-story building, 60x100 feet in size, the reported cost of which was \$7,000.

An office building was put up by the Winsted Hosiery Company, also located at Winsted. It had not reached completion on July 1, 1905, but was practically ready for use. It is of brick and stone construction, with gravel roof, three stories high, 39x50 feet, and the approximate cost was \$6,000.

The table follows:

NEW FACTORY CONSTRUCTION
FOR MANUFACTURING PURPOSES DURING THE YEAR ENDED
JULY 1, 1905.

Location.	Name of Establishment.	Style of Building.	Number of Stories.	Dimensions. Feet.	Cost of Construct'n.	Inc. in No. employed caused by addition.
Ansonia.....	Howard Phelps.....	Brick	1	38 x 80	\$4,000 00	.....
Beacon Falls...	The Homer D. Bronson Co.....	Brick	1 and 2	30 x 100	4,500 00	.....
Branford.....	Malleable Iron Fittings Co.....	Brick	1 and basem't	29 x 40	7,800 00	.....
Bridgeport.....	American Graphophone Co.....	Brick	4	60 x 167	12,000 00	.....
	Same.....	Brick and Steel	1	62 x 148	7,500 00	.....
	Same.....	Brick	2	60 x 230	25,000 00	50
	Bridgeport Boiler Wks	Frame	1	72 x 106	1,200 00	.....
	Bridgeport Brass Co...	Brick	4	35 x 198	20,000 00	.....
	Bridgeport Hardware Co.....	Brick	3	104 x 133	9,000 00	.....
	Bridgeport Hydraulic Co.....	Brick	1	30 x 58	1,500 00	.....
	Bryant Electric Co.....	Brick	1	20 x 30	600 00	.....
	Columbia Nut & Bolt Co.....	Frame	1	50 x 100	2,500 00	.....
	Eaton, Cole & Burnham Co.....	Brick	1	30 x 50	2,280 00	.....
	Same.....	Brick	1	20 x 30	500 00	.....
	Same.....	Brick	3	50 x 91	3,000 00	.....
	The Elastic Fabric Co..	Brick	1	57 x 76	7,500 00	25
	The Hathaway Mfg. Co.	Brick	1	16 x 35	550 00	.....
	Harvey Hubbell.....	Frame	1	36 x 77	500 00	.....
	The National By-product Co.....	Brick	1	42 x 51	6,500 00	.....
	The A. H. Nilson Machine Co.....	Brick	1	45 x 200	8,500 00	5
	The Salts Textile Co...	Brick	1	52 x 88	5,000 00	.....
	The Simeon Hard Rubber Corporation.....	Frame	1	24 x 50	900 00	.....
	Thomas P. Taylor.....	Brick	1	23 x 39	1,000 00	.....
	The Wm. M. Terry Co..	Brick	4	52 x 74	15,000 00	.....

NEW FACTORY CONSTRUCTION.—(Continued.)

Location.	Name of Establishment.	Style of Building.	Number of Stories.	Dimensions. Feet.	Cost of Construct'n.	Inc. in No. employed caused by addition.
Bridgeport.....	Union Metallic Cartridge Co.....	Brick	1	28 x 74	\$2,200 00	.....
	Same.....	Brick	1	30 x 31	2,000 00	.....
	Same.....	Brick and Steel	1	74 x 111	22,000 00	.....
	Same.....	Brick	1	162 x 202	10,800 00	.....
Bristol.....	New Departure Mfg. Co.....	Brick	3	52 x 81	15,000 00	.....
	Sessions Clock Co.....	Brick	3	45 x 120	20,000 00	40
	Turner Heater Co.....	Frame	2 and Ell. 2 and basem't	{ 30 x 80 } { 30 x 44 }	2,000 00	.....
Canton.....	The Collins Co.....	Brick	2 and basem't	35 x 101	8,000 00	.....
	Same.....	Brick	1	38 x 33	1,500 00	.....
	Same.....	Frame	1	32 x 39	700 00	.....
Chatham.....	L. C. Carpenter & Sons.	Frame	1	30 x 30	1,000 00	.....
	Tibbals Oakum Co.....	Brick	1	34 x 90	3,500 00	.....
Darien.....	John Oberlander.....	Frame	1	50 x 30	500 00	5
Derby.....	Birmingham Iron Foundry.....	Brick	1	25 x 35	1,500 00	.....
	Glastonbury Knitting Co.....	Frame	3 and basem't	33 x 64	4,000 00	10
	Williams Bros. Mfg. Co.....	Brick	2	40 x 30	5,000 00	25
	J. B. Williams Co.....	Brick and Iron	4	30 x 50	*12,000 00	.....
	Same.....	Brick	4	51 x 135	*30,000 00	.....
Greenwich.....	Same.....	Brick	1	50 x 108	6,000 00	.....
	J. P. Crosby.....	Frame	1	18 x 316	4,000 00	6
Griswold.....	The Textile Novelty Co.....	Brick	2 and basem't	50 x 201	15,000 00	.....
	Same.....	Brick	1	36 x 48	1,500 00	.....
Haddam.....	D. & H. Scovil.....	Brick	1	40 x 284	16,000 00	25
Hartford.....	Billings & Spencer Co.	Brick	1	5½ x 78	750 00	.....
	C. Birkery.....	Frame	1	20 x 50	800 00	.....
	T. J. Blake & Son.....	Brick	1	40 x 100	7,000 00	.....
	Same.....	Brick	2	30 x 38	2,000 00	.....

* Not wholly completed July 1, 1905.

NEW FACTORY CONSTRUCTION.—(Continued.)

Location.	Name of Establishment.	Style of Building.	Number of Stories.	Dimensions. Feet.	Cost of Construction.	Inc. in No. employed caused by addition.
Hartford.....	Colt Patent Fire Arms Co.....	Brick	3	30 x 46 { 16 x 20 }	\$2,200 00	.....
	Hartford Faience Co..	Frame	1	{ 45 x 45 16 x 40 }	1,000 00	14
	Hill's Estate.....	Brick	4	45 x 73	20,000 00	50
	Narragansett Brewing Co.....	Frame	1	24 x 35	350 00	.....
	Robert Porteus.....	Brick	2 and basem't	40 x 60	2,000 00	.....
	F. O. Rockwell.....	Brick	1	41 x 67	4,000 00	.....
	Standard Foundry Co..	Frame	1	12 x 16	150 00	.....
Huntington	Specialty Weaving Co.	Brick	4	50 x 75	15,000 00	20
Manchester.....	Wm. Foulds Paper Co.	Brick	1 and 2	45 x 120	8,000 00	.....
Meriden	Columbia Shade Cloth Co.....	Brick	4	20 x 40	7,000 00	.....
	Curtiss-Way Co.....	Brick and Steel	3	30 x 57	6,500 00	.....
	E. J. Doolittle.....	Frame	2 and basem't	30 x 40	1,200 00	.....
	International Silver Co., Factory "H".....	Brick	1	11 x 42	1,200 00	.....
	Meriden Gravure Co...	Frame	1	35 x 80	2,100 00	.....
	Parker Clock Co.....	Brick	1	25 x 39	2,000 00	.....
Middletown	Ammonine Mfg. Co....	Frame	1	20 x 33	450 00	2
	New England Enameling Co.....	Brick	2	50 x 100	10,000 00	25
	Same.....	Frame	1	23 x 40	400 00	.....
	Same.....	Brick and Iron	1	40 x 70	3,000 00	.....
	I. E. Palmer.....	Frame	4	45 x 85	5,500 00	25
Montville.....	Pequot Mills.....	Brick	3	50 x 75	12,000 00	.....
Nagatuck.	Goodyear Metallic Rubber Shoe Co.....	Brick	4	42 x 176	37,000 00	100
	Nagatuck Chemical Co.....	Brick	2	48 x 60	7,500 00	11
New Britain....	C. L. Barnes.....	Frame	1	24 x 60	750 00	5
	Corbin Motor Vehicle Co.....	Brick and Steel	1½	47 x 122	8 500 00	.....
	P. & F. Corbin Co.....	Brick	1	18 x 43	1,800 00	.....
	Hart & Cooley Co.....	Brick	3	52 x 105	18,000 00	25

NEW FACTORY CONSTRUCTION.—(Continued.)

Location.	Name of Establishment.	Style of Building.	Number of Stories.	Dimensions. Feet.	Cost of Construction.	Inc. in No. employed caused by addition.
New Britain....	Hart & Cooley Co.....	Brick	1	30 x 46	\$1,500 00	.....
	Same.....	Frame	1	50 x 104	3,500 00	.....
	Kinnear-Hood Steel Co.....	Brick	1	33 x 37	1,200 00	.....
	Malleable Iron Works.	Brick	1	55 x 30	7,500 00	.....
	Parker Shirt Co.....	Brick	3 and basem't	42 x 57	9,000 00	40
	John Pinches.....	Brick	3	50 x 64	3,000 00	6
	Vulcan Iron Works....	Brick	1	32 x 50	2,800 00	.....
New Haven....	L. Candee & Co.....	Brick	3	20 x 60	2,000 00	.....
	H. B. Ives & Co.....	Brick	1	23 x 54	2,000 00	.....
	Marlin Fire Arms Co..	Brick	3	30 x 50	4,000 00	.....
	McLagon Foundry Co..	Brick and Frame	1	80 x 150	7,000 00	.....
	Narrow Fabric Co.....	Frame	1	30 x 96	1,700 00	13
	National Wire & Steel Co.....	Brick	2	40 x 450	35,000 00	32
	New England Stone Co.....	Frame	2	100 x 150	7,500 00	.....
	New Haven Clock Co..	Brick	4	46 x 86	*15,000 00	.....
	New Haven Pulp & Board Co.....	Brick	3	47 x 77	9,500 00	.....
	A. Ochsner & Sons Co..	Frame	2	14 x 36	850 00	.....
	Rattan Mfg. Co.....	Brick	†	.....	2,700 00	.....
	Weiher Brewing Co....	Brick and Iron	4	50 x 100	6,000 00	7
	Winchester Repeating Arms Co.....	Brick	3	50 x 200	130,000 00	.....
	Same.....	Brick	1	36 x 50	7,000 00	.....
	Same.....	Brick and Iron	1	30 x 40	2,800 00	.....
	Same.....	Brick	1	20 x 30	850 00	.....
	Yale Brewing Co.....	Brick and Iron	1	40 x 50	5,000 00	6
New London....	Brainerd & Armstrong Co.....	Frame	1	18 x 40	750 00	.....
	Brown Cotton Gin Co..	Artificial Stone	1	165 x 232	30,000 00	.....
	J. J. Drummond.....	Brick	1	40 x 90	5,000 00	10
Norwalk.....	Boese, Peppard & Co..	Brick	2	67 x 144	20,000 00	51

* Not wholly completed July 1, 1905.

† General repairs.

NEW FACTORY CONSTRUCTION.—(Continued.)

Location.	Name of Establishment.	Style of Building.	Number of Stories.	Dimensions. Feet.	Cost of Construct'n.	Inc. in No. employed caused by addition.
Norwalk.	Colonial Foundry & Machinery Co.	Frame	1	{ 36 x 58 40 x 40 }	\$7,500 00	10
	St. George Pulp & Paper Co.	Brick	1 high story	48 x 225	18,000 00	75
	United States Foundry & Sales Co.	Frame and Brick	1	20 x 40	300 00	.....
Norwich.	Michael J. Green.	Brick	2	51 x 204	22,000 00	125
	Same.	Brick	1	20 x 52	2,000 00	.....
	Kellogg, McCrum & Howell Co.	Frame	3	66 x 77	8,000 00	.....
	W. H. Page Boiler Co. .	Frame	1	16 x 201	1,500 00	.....
	Same.	Frame	1	30 x 185	2,000 00	12
	Ponemah Mills.	Brick	2	75 x 100	15,000 00	.....
	Same.	Brick	1	60 x 340	15,500 00	.....
	Same.	Brick	3	50 x 100	8,500 00	.....
	Totokett Mills Co.	Brick	2	140 x 291	*75,000 00	.....
Plainville.	Clark Caster Co.	Brick	1	16 x 26	400 00	.....
	Benjamin Lamb.	Frame	2	25 x 40	600 00	.....
	Trumbull Electric Co. .	Brick	1	38 x 38	3,000 00	.....
	Same.	Brick	8 and basem't	40 x 106	*15,000 00	.....
Plymouth.	Bristol Specialty Co. .	Brick	1 and 2	{ 32 x 32 82 x 145 }	8,500 00	30
Seymour.	Fowler Nail Co.	Brick	2	26 x 60	4,000 00	.....
Southington.	Beaton & Corbin Mfg Co.	Frame	2	29 x 50	1,500 00	10
Sprague.	Baltic Mills.	Stone	1	{ 15 x 48 44 x 44 9 x 16 9 x 11 21 x 24 18 x 22 18 x 14 18 x 50 40 x 90 }	2,000 00	.....
Stamford.	Baer Bros.	Frame	1	{ 21 x 24 18 x 22 18 x 14 18 x 50 40 x 90 }	5,200 00	20
	Christian Brown.	Frame	2	{ 56 x 70 85 x 200 }	3,000 00	.....
	Yale & Towne Mfg. Co. .	Brick	1 and 2	{ 56 x 70 85 x 200 }	39,000 00	140
Stonington.	J. W. Lathrop & Co. .	Frame	1	30 x 60	1,000 00	15
	Rossie Velvet Co.	Brick	1	20 x 170	3,000 00	.....
	Standard Machine Co. .	Brick	1	{ 25 x 75 25 x 30 82 x 106 }	11,000 00	.....

• Not wholly completed July 1, 1905.

NEW FACTORY CONSTRUCTION.—(Continued.)

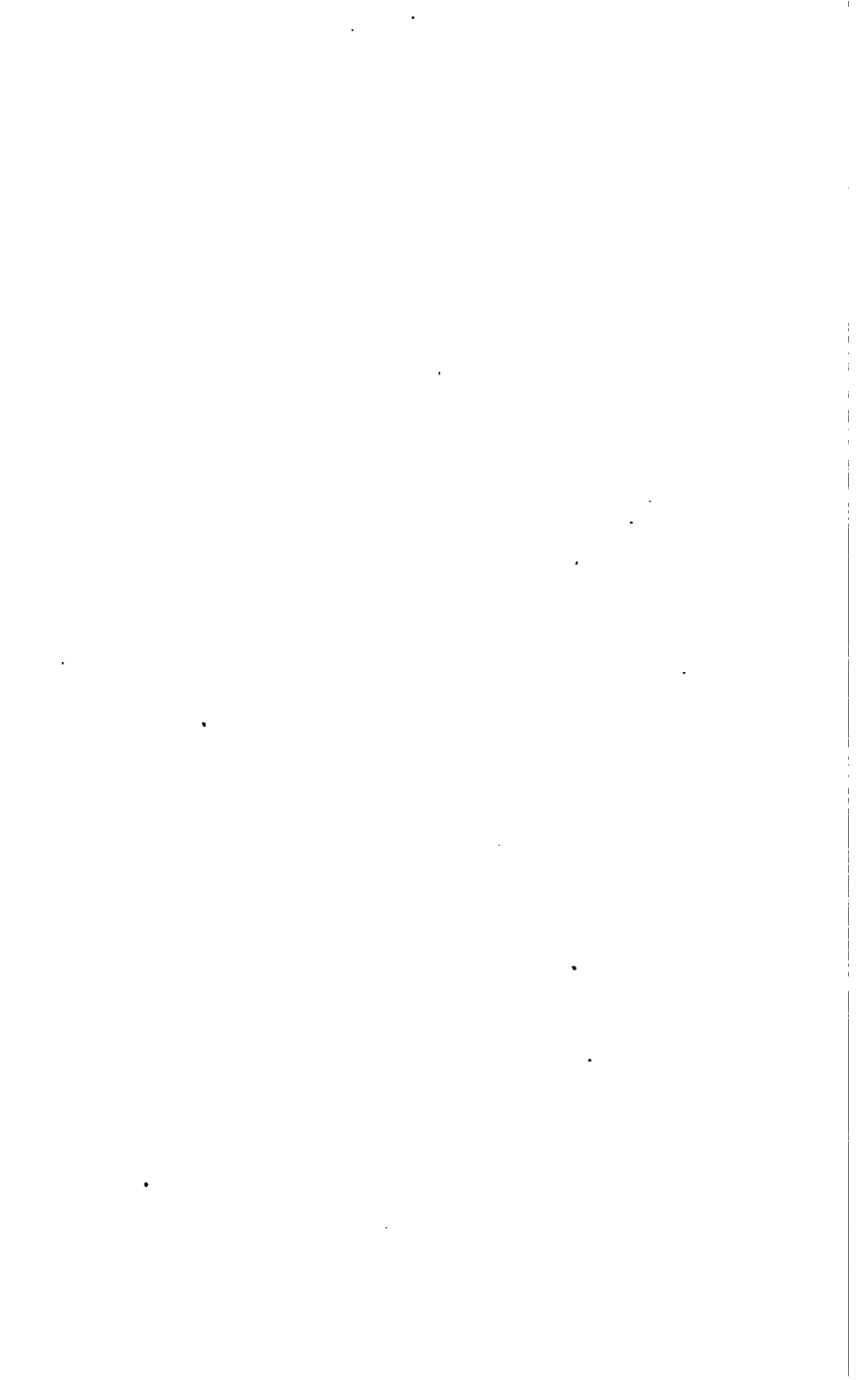
Location.	Name of Establishment.	Style of Building.	Number of Stories.	Dimensions. Feet.	Cost of Construct'n.	Inc. in No. employed caused by addition.
Torrington	Coe Brass Mfg. Co.....	Brick and Steel	2	50 x 150	\$15,000 00	25
	Union Hardware Co....	Brick	1	24 x 112	*6,000 00	.....
	Same.....	Brick and Steel	1	56 x 86	*7,500 00	.....
	Same.....	Brick and Steel	1	52 x 202	*12,500 00	.....
	Same.....	Brick	2	41 x 250	*20,500 00	.....
Wallingford....	H. L. Judd Co.....	Brick	1	50 x 350	7,500 00	10
	The Wallingford Co....	Frame	1	30 x 64	2,000 00	5
Waterbury.....	American Pin Co.....	Brick	2	53 x 162	*21,500 00	.....
	Benedict & Burnham Mfg Co.....	Frame	1	67 x 72	2,500 00	20
	Berbecker & Rowland Co.....	Brick	1	25 x 59	2,000 00	.....
	Same.....	Brick	1	33 x 129	5,000 00	25
	The Bristol Co.....	Brick	2½	51 x 52	10,000 00	.....
	Farrel Foundry & Machine Co.....	Brick	5	{ 34 x 62 42 x 94 }	38,500 00	.....
	Holmes, Booth & Haydens Co.....	Brick	1	66 x 74	6,000 00	.....
	F. H. Kalbfleish Co....	Brick	1	32 x 32	2,000 00	.....
	Mattatuck Mfg. Co.....	Frame	1	18 x 25	500 00	.....
	Randolph-Clowes Co..	Brick	1	28 x 133	4,500 00	.....
	Scovill Mfg. Co.....	Brick	1	36 x 196	8,000 00	.....
	Same.....	Brick	4	36 x 60	10,500 00	.....
	Same.....	Brick	4	{ 12 x 15 44 x 84 }	19,400 00	.....
	Same.....	Brick	5	55 x 249	70,000 00	40
	J. E. Smith & Co.....	Brick and Stone	2½	54 x 125	20,000 00	20
	Waterbury Brass Co...	Brick	1	16 x 69	1,200 00	.....
	Same.....	Brick	1	102 x 122	15,500 00	10
	Waterbury Button Co.	Brick	8	{ 40 x 100 30 x 40 }	15,500 00	.....
	Waterbury Crucible Co.....	Brick	2	32 x 76	6,000 00	5
	Waterbury Mfg. Co....	Brick	1	50 x 112	7,000 00	35
	Waterbury Paper Box Mfg. Co.....	Brick	2	82 x 138	28,000 00	.....

* Not wholly completed July 1, 1905.

NEW FACTORY CONSTRUCTION.—(Concluded.)

Location.	Name of Establishment.	Style of Building.	Number of Stories.	Dimensions. Feet.	Cost of Construct'n.	Ine. in No. employed caused by addition.
Watertown.....	Heminway & Bartlett Silk Co.....	Brick and Concrete	1	20 x 40	\$1,000 00	.....
	Same.....	Frame	2 and basem't	42 x 98	6,000 00	15
	Oakville Co.....	Brick	1	18 x 31	1,700 00	.....
	Same.....	Brick	4	32 x 92	18,500 00	15
West Hartford..	Whitlock Coil Pipe Co.	Brick	2 and basem't	50 x 200	30,000 00	50
Willington.....	Gardner Hall, Jr., Co..	Brick	1	30 x 30	1,000 00	.....
	Same.....	Brick	4	50 x 100	22,500 00	.....
Windsor Locks.	J. B. Montgomery Co..	Brick	5 and basem't	75 x 163	75,000 00	25
Winchester.....	W. L. Gilbert Clock Co.	Brick	4	60 x 128	35,000 00	.....
	New England Pin Co..	Frame and Brick	3	58 x 55	*12,000 00	.....
	Winsted Edge Tool Co.	Brick	1	60 x 100	*7,000 00	.....
	Winsted Hosiery Co...	Brick and Stone	3	39 x 50	*6,000 00	.....

* Not wholly completed July 1, 1905.



Part II.

Tenement Houses.

- 1** DESCRIPTIVE.
- 2** OPERATION OF LAW.



TENEMENT HOUSES.

In compliance with Section 31, Chapter 178, Public Acts of 1905, the bureau has collected, compiled and in this chapter presents, such statistical data relative to the operation of the Statute, which is cited in the law itself as the "Tenement House Act" as is available.

The provisions of the Statute provides for its application to all cities having a population of over twenty thousand inhabitants, at the time of the most recent United States Census, thus including six cities only. These are Hartford, New Haven, Bridgeport, Waterbury, Meriden and New Britain.

The law became effective June 29, 1905, and with a view to securing information of a uniform character, from the officials having its enforcement in charge, the Commissioner caused the formulation of a blank schedule, forwarding a sufficient number of the same to the different inspectors of buildings or fire marshals, in the various cities coming within the meaning of the Act. These several officers were notified by the Commissioner relative to the requirements of the Statute concerning the matter of making and filing reports with this bureau and were also furnished with a liberal supply of copies of the law in pamphlet form which were designed for free distribution among contractors, builders and others contemplating the erection of buildings of the class referred to in the Statute. The law is given in full on pages 24 to 35 in the appendix of this report, and the form of permit as adopted by the bureau and from the returns made upon which these data are compiled is given here:

REPORT
TO BE FILED WITH THE
COMMISSIONER OF THE BUREAU OF LABOR
STATISTICS
HARTFORD, CONNECTICUT,

In accordance with Section 31, Chapter, 178, Statutes of Connecticut, Acts of 1905.

"It shall be the duty of the commissioner of labor statistics to collect, keep on file in his office, and at his discretion publish data to be furnished by the officers charged in the several cities with the execution of this act, showing the number of tenement houses for which permits have been asked, the number of plans approved, disapproved, and modified, and any other facts concerning the operation of the law. The records and files of said officers shall at all times be open to the commissioner of labor statistics for the purposes of this section."

- Date.....
- City of Hartford.....Building Inspector.
- (1) Name of applicant.....
- (2) Name of owner.....
- (3) Were original plans accepted?.....
- (4) Were original plans altered?.....
- (5) Were original plans rejected?.....
- (6) If the building is to be occupied as a Flat, Apartment or Tenement House, give the following particulars:
- (7) Is any part of building to be used as a store or for any other business purpose? If so, state for what?.....
- (8) Height of ceilings?
- | | | | | |
|-----------|-----------|-----------|-----------|-----------|
| Cellar | Basement | 1st Floor | 2nd Floor | 3rd Floor |
| 4th Floor | 5th Floor | 6th Floor | | |
- (9) How many families will occupy each?
- | | | | | |
|-----------|-----------|-----------|-----------|-----------|
| Cellar | Basement | 1st Floor | 2nd Floor | 3rd Floor |
| 4th Floor | 5th Floor | 6th Floor | | |
- (10) Area of lot covered by building?.....
- (11) Size of lot?.....No. of feet front?.....No. of feet deep?.....
- (12) Is it a corner lot?.....
- (13) If any other building on lot, give size:
- No. feet front....No. feet rear....No. feet deep...No. stories high...

- (14) How occupied?..... On front or rear of lot?.....
- (15) Material?.....
- (16) How much space between it and proposed building?.....
- (17) Give location of proposed building on lot:.....
Distance from lot line on rear.....Sides.....
- (18) Will there be inner courts?.....
- (19) Are suitable intakes provided in proposed building for inner courts and air shafts?.....
- (20) Is the building a new one or an old one made over into a tenement house?.....
- (21) Is there a window in every living room opening upon a street, yard or court?.....
- (22) Give size of largest room.....Smallest room.....
- (23) Dimensions of windows for living rooms.....
- (24) How is the public hall lighted?.....
- (25) Give size of stair well holes.....
- (26) Give size of vent shafts and constructoin of same.....
- (27) Number and location of water closets.....Cellar.....
1st Floor..... 2nd Floor..... 3rd Floor.....
4th Floor..... 5th Floor..... 6th Floor.....
- (28) How are water closet compartments lighted and ventilated?.....
Give detailed description.....
Remarks

HARTFORD.

The operation of the law in the city of Hartford seems to have met with public approval. The reports filed in the office of the Commissioner showing that in no case during the six months ended December 31, 1905, during which the law was effective, were any of the plans submitted to the Building Inspector modified or changed to meet the requirements of the act. The report of the Building Inspector of the city of Hartford concerning this subject, covering the period referred to in the preceding paragraph, follows:

"The tenement house act as passed by the General Assembly went into effect June 29, 1905, and the enforcement of its provisions has been added to the duties of the inspector. There have been forty-four tenement houses built during this period and a fair trial has been given of the workings of this act. While it may occasionally work a hardship on an individual, I believe that this law will prove in the long run a benefit to the general public. There has been a great improvement during

the past ten years in building of the tenement house class, and it is a gratifying condition when it can be stated that during the period covered by this report every application for a permit to build a tenement house has been granted and it has been necessary to make very few changes in plans. The fact that the majority of the plans submitted are in advance of the requirements of the law would show that the owners seem to understand that not only are the modern improvements conducive to the health, peace and comfort of tenants, but they draw a more reliable and permanent class of tenants."

As stated by the Inspector in his report quoted above, there were forty-four building permits granted for the erection of tenement houses of the class included within the meaning of the statute. The same number were filed by the Inspector in the office of the Bureau of Labor Statistics upon the forms prescribed by the Commissioner of the bureau, and it is to be presumed, permits having been granted for the construction of these tenement houses, that all the requirements of the statute had been complied with. It is not out of place here, however, to give a brief description, showing material used, number of tenements, etc.

Of the forty-four buildings permits for the erection of which had been granted, during the period previously referred to, two were designed for the occupancy of eight families, thirty-two were six-tenement houses and ten were planned for three tenements.

Thirty-nine of the buildings were of brick and five of frame construction. Twenty-seven of the structures were described as having "basement" or "cellar ceilings plastered," and one "walls around occupied section of basement and floor under same, damp-proofed." There were two of the buildings erected on land upon which there were dwellings previously built, the distance being seventy-five and fifty feet respectively, between the new and the old buildings. Both old buildings were located on the rear portion of lot.

Section 3 of the Tenement House Act provides that but a certain percentage of the area of the lot shall be occupied by any building of the class described. It is, therefore, interest-

ing to note that sixty-three per cent. was the greatest proportion of the area of any lot occupied by a new building. Moreover, it is shown by the "descriptive permits" that of the entire number of new tenement houses of the class described, one only occupied more than 60 per cent. and but one over 50 per cent. of the area of the lot. Continuing it is found that three of the buildings occupied more than 40 per cent. and less than 50 per cent. of the land area, sixteen more than 30 per cent. and less than 40 per cent.; eighteen 20 per cent. and less than 30 per cent.; and five less than 20 per cent. of the ground space. The average land area occupied by the entire number of buildings was 29 per cent. of the total ground space.

The bureau received the additional information that the cost of construction of these forty-four buildings was \$450,800, an average of \$10,245.45 each.

NEW HAVEN.

The reports from the department of building inspection of the City of New Haven filed at the office of the Commissioner, during the period of six months, number eleven.

Representatives of this department were informed that this number constituted all which were considered by the local department as being in any way affected by the operation of the "tenement house act."

These eleven buildings were described in the permits as to tenant capacity as follows: Five of the structures were designed for six tenements, two were five tenement houses, two were arranged for four tenements, and two for three tenements.

The construction of four of the buildings was of brick material, four were of brick and stone and three were of frame construction.

Computing the proportion of the "lot area" occupied by these eleven buildings, it is discovered that one occupied a ground space of more than 60 per cent. and less than 70 per cent. of the "lot area," three over 50 per cent. and less than 60 per cent., three 40 per cent. or more and less than 50 per cent., two 30 per cent. or more and less than 40 per cent., two 20 per cent. or more and less than 30 per cent. The average propor-

tion of ground space occupied by the eleven buildings included in the reports filed in this office, was 42 per cent. of the total area.

The reported cost of these buildings was \$64,000, an average of \$5,818.20 each.

BRIDGEPORT.

The report of the department of building inspection of the city of Bridgeport, which are on file in this office, covering the period of six months ended December 31, 1905, show that there were thirty-three tenement houses erected of the class described in the "tenement house act." No statement as to material used, or the cost of construction appears in the report made to the bureau by the building inspector. Of the total number of buildings included in the reports four were designed for twelve tenements, one was an eleven tenement house, twelve were arranged for six tenements, six for five, three for four, and seven for three tenements.

Examination of the report brings forth the information that the average proportion of the total "lot area" occupied by the entire number of buildings included, was 36 per cent. But one of the thirty-three buildings occupied more than 60 per cent. of the area of the lot, while the proportion of the lot area occupied by five of the buildings was more than 50 per cent. and less than 60 per cent.; ten of the houses occupied 40 per cent. or over and less than 50 per cent.; nine occupied 30 per cent. or more and less than 40 per cent., seven 20 per cent. or more and less than 30 per cent.; the ground space of one of the buildings occupying less than 20 per cent. of the "lot area."

WATERBURY.

Thirty-nine buildings were erected in Waterbury, which were of a class referred to in the statute as tenement houses. The department of building inspection of the city filed no report or description of these buildings in this bureau, therefore, the information secured was obtained by a special agent of this department.

The Building Inspector of Waterbury, not deeming it necessary to impart any further information than that relating to the number of tenements, material used in construction, dimensions of buildings and height of ceilings. As no data could be secured from the department of building inspection concerning the area of lots upon which these tenement houses had been erected, the proportion of "land area" occupied by the buildings cannot be shown here.

Of the thirty-nine structures referred to above, two were of brick, one of cement block, and thirty-six of frame construction. One of the buildings was arranged for twelve families, one for eight, eight for six, one for four and twenty-eight were designed for three tenements each.

NEW BRITAIN.

Twelve buildings to which the "tenement house act" applied were erected in the city of New Britain during the six months' term reports covering which are on file in this office. The Building Inspector reported to the bureau during the month of July, 1905, that a six-tenement house was in process of construction, the location of which, if completed, would be so closely adjacent to a building already erected on the same lot, as to be in violation of Section 14 of the "tenement house act." This section of the act provides that no tenement house shall be erected on a lot upon which there is already a tenement house, unless the distance between the two houses is at least thirty feet. The permit for the erection of this house had been granted under a city ordinance and before the enactment by the General Assembly of the law known as the "tenement house act." The Building Inspector, under advice from the proper authority, ordered the further work of construction of the building stopped on August 11, 1905.

After a brief period the Court of Common Council adopted the following resolution:

Resolved:—That the permit to build a six-tenement house on Franklin street heretofore issued to Carlson & Torrell, by the Committee on Buildings of the Common Council of the city of New Britain, be, and the same is hereby revoked, as the erec-

tion of said building would be in violation of an act passed by the General Assembly of this state at its session of 1905, said act relating to the erection of tenement blocks, known as the "tenement house act."

Of the twelve tenement houses referred to above, four were designed for six tenements and eight were of three tenements each.

The average ground space occupied by these houses was 18 per cent. of the total lot area. One occupied a space of over 30 per cent. of the lot area, five 20 per cent. or more but less than 30 per cent., five 10 per cent. or more but less than 20 per cent., and one occupied a ground area of less than ten per cent. of the lot upon which it was built.

MERIDEN.

The Inspector of Buildings of the City of Meriden made report that three buildings only were erected in that city during the six months ended December 31, 1905, which were affected by the operation of the "tenement house act."

These buildings were three, four and six tenements, respectively. The proportion of land area occupied by the buildings is 19 per cent., 21 per cent., and 43 per cent. of the lot area.

Part III.

Directory of Labor Organizations.

- 1 COMPARISONS WITH FORMER YEARS.
- 2 LOCATION.
- 3 DIVISION BY TOWNS.
- 4 STATE ORGANIZATIONS.
- 5 NAMES OF SECRETARIES.
- 6 POST OFFICE ADDRESSES.

LABOR ORGANIZATIONS IN CONNECTICUT.

Following the custom established by the bureau in 1899, there is presented in this chapter of the report, an exhibit of the style of, location and address of the secretary of each labor organization within the state of which information could be secured.

This directory has become a permanent feature of the annual reports of the bureau and as such has met with the commendation of all members of organizations connected with the interests of labor, moreover, it has been made use of, in many instances, by employers of labor of the different classes represented in the compilation. It is a source of great gratification to the officials of the bureau that this is so; for it has enabled employers to secure the services of reliable and competent help through the means of the authoritative information which it contains.

It should be stated here, that, while this directory is made as complete and comprehensive as is possible with the means at the command of the bureau, yet it may not include every separate organization in actual existence in the state, for the reason that new unions may have been organized since its compilation, and, moreover, others may have ceased to exist or become absorbed by one or more of those already existing. With this explanation comparisons of this with former years seems appropriate. The report for 1899 was the first to contain a directory of labor organizations. In the year mentioned the number given as the total in the state was 214; in 1900, 270; in 1901, 340; in 1902, 510; in 1903, 591; in 1904, 524.

In the year 1905 there were found 508 local unions in existence. Including the eight state organizations, there were a total number of 516 associations classified as trade or labor unions. These were found located in fifty-two different towns

in the state, as compared with forty-seven in 1904; forty-nine in 1903; forty-eight in 1902; and forty-three in 1901. As before stated, eight of the 516 unions are classified as "State Organizations." The town location and the number of unions in each is here given:

Ansonia	10	Norwich	23
Baltic (Sprague)	2	Oneco (Sterling)	1
Berlin	1	Putnam	3
Bethel	4	Rockville (Vernon)	5
Branford	3	Ridgefield	3
Bridgeport	38	Roxbury	1
Bristol	14	Seymour	1
Danbury	33	Shelton (Huntington) ...	2
Danielson (Killingly) ...	3	Southington	2
Derby	11	Stamford	16
East Hartford	2	Stonington	1
Fairfield	1	Stony Creek (Branford)..	1
Farmington	1	Suffield	1
Greenwich	5	Tariffville (Simsbury)...	1
Hartford	66	Thomaston	1
Lakeville (Salisbury) ...	1	Thompsonville (Enfield)..	7
Manchester	3	Torrington	8
Meriden	31	Long Hill (Trumbull)..	1
Middletown	11	Unionville (Farmington)	5
Moosup (Plainfield)	1	Wallingford	6
Naugatuck	3	Waterbury	31
New Britain	16	Waterford	1
New Haven	68	Winsted (Winchester)...	6
New London	20	Willimantic (Windham)..	4
New Milford	3	Windsor Locks	1
Northfield (Litchfield) ..	1		
Norwalk and So. Norwalk	24		

STATE ORGANIZATIONS.

- Barbers Protective Association, Herman Haupt, 65 Center street, New Haven, Conn.
- Bricklayers, Masons and Plasterers State Conference, Walter Kingsbury, 185 Stanley street, New Britain, Conn.
- Carpenters and Joiners State Association, E. V. Morse, 15 Pine street, New Britain, Conn.
- Connecticut Association of Journeymen Plumbers, Gas and Steam Fitters, Claude J. Leroux, 65 Glen street, New Britain, Conn.
- Connecticut District Lodge of Machinists, Walter W. Fenton, 640 William street, Bridgeport, Conn.
- Connecticut District Council of Metal and Brass Workers, Daniel F. Kelly, 47 Ayers street, Waterbury, Conn.
- Connecticut Federation of Labor, P. H. Connolley, 169 Main street, Danbury, Conn.
- Stereotypers Union, No. 27, G. W. Languth, Box 161, Hartford, Conn.

LOCAL UNIONS.

ANSONIA.

- Bartenders Union, No. 229, J. W. Schuman, P. O. Box 1013, Shelton, Conn.
- Bakers Union, No. 138, Max Borneman, Maltby street, Shelton, Conn.
- Bricklayers Union, No. 15, R. B. Irving, 81 Franklin street.
- Cigar Makers Union, No. 103, Thomas J. Hine, 39 Platt street.
- Iron Molders Union, No. 71, J. J. Corcoran, 19 Vine street.
- Machinists Lodge, No. 362, J. Asheford, 14 Clarkson street.
- Machinists Lodge, No. 380, G. W. Houston, 37 Winter street.
- Musicians Union, No. 113, H. A. Jordan, 54 Main street.
- Patternmakers Association, John Morgan, 63 Clarkson street.
- Typographical Union, James Baylis, Seymour, Conn.

BALTIC (SPRAGUE).

- Mule Spinners Union, No. 22, Arthur E. Watts, Box 107.
- Weavers Union, No. 338, Alfred Gablanc, Box 142.

BERLIN.

- Brickmakers Union, Adolph Marieny, P. O. Box 53, Kensington, Conn.

BETHEL.

Hat Finishers Association, No. 2, William P. Bailey, P. O. Box 243.
Hat Makers Association, No. 1, Charles O. Lathrop, P. O. Box 385.
Hat Trimmers Union, Mrs. E. Treadwell.
Team Drivers Union, No. 435, Samuel Hanna.

BRANFORD.

Bartenders Union, No. 529, A. McGowan, E. Main street.
Carpenters Union, No. 995, H. McGowan.
Iron Molders Union, No. 82, William Hinchey, Box 158.

BRIDGEPORT.

Bakers Union, No. 38, R. Hendricks, No. 110 Walter street.
Barbers Union, No. 288, M. Finnell, 138 Fairfield avenue.
Bartenders Union, No. 256, William Costello, Box 492.
Bootblacks Union, No. 10,067, Donato Chepolo, care R. R. Station,
B. B. Stand.
Brewers Union, No. 40, August Schramm, P. O. Box 874, New Ha-
ven, Conn.
Bricklayers and Plasterers Union, No. 2, D. McPadden, 73 Steuben
street.
Building Laborers Union, No. 9, M. McGee, 6 Calhoun avenue.
Building Trades Council, John F. Gallagher, 380 Lafayette street.
Carpenters Union, No. 115, Guy Robinson, 478 Noble avenue.
Carriage Workers Union, No. 146, W. H. Smith, 307 Fairfield avenue.
Central Labor Union, George H. Madden, 122 East Main street.
Cigar Makers Union, No. 282, George Englehard, 172 Hallam street.
Electrical Workers Union, No. 146, J. T. Rooney, 16 Evergreen street.
Freight Handlers Union, No. 64, James Long, 70 Maple street.
Granite Cutters Union, P. J. O'Shea, Astoria Flats, Newfield avenue.
Interlocking Switch and Signalmen's Union, No. 11,867, J. S. Cleve-
land, 111 Gilbert street.
Iron Molders Union, No. 110, Joseph L. Klein, 6 Highland avenue.
Knife Grinders Union, James Phoenix, 63 Maiden Lane.
Machinists and Tool Makers Lodge, No. 30, W. Larkin, 2 West Liberty
street.
Machinists Lodge, No. 747, Joseph P. McCann, 34 Summer street.
Meat Cutters Union, No. 238, R. C. Denzel, 277 South avenue.
Musicians Union, No. 63, C. W. Becker, 48 Gem avenue.
Musical Protective Union, William Reaney, 120 Holly street.
Painters and Decorators Union, No. 190, George M. Hungerford, 1301
Central avenue.
Plumbers, Gas and Steam Fitters Union, No. 173, A. P. Owens, 136
Frank street.

Polishers and Buffers Union, No. 40, F. E. Scheibel, 124 Newfield avenue.
 Printing Pressmen's Union, No. 175, J. Cherry, 59 Prospect street.
 Railway Clerks Order, No. 451, B. F. White, Jr., 213 Deacon street.
 Railroad Trainmen's Lodge, No. 111, Harrison Davis, 167 Herbert street.
 Retail Clerks Union, No. 451, F. J. Brooks, 914 State street.
 Sheet Metal Workers Union, No. 66, Ira Meeker, 222 Beachwood avenue.
 Slate and Tile Roofers Union, No. 6, Jasper McLevy, 1313 North avenue.
 Stationary Engineers Union, No. 219, C. D. Osborn, 30 Lesbia street.
 Steam Fitters Union, No. 66, William G. Schultz, 735 Pembroke street.
 Stone Masons Union, No. 4, Peter Noonan, 315 Madison avenue.
 Theatrical Stage Employes Union, No. 109, Wm. H. Lyons, P. O. Box 568.
 Typographical Union, No. 252, P. W. Pulver, 198 South avenue.
 Wood and Wire Lathers Union, No. 23, Henry McCarty, 243 State street.

BRISTOL.

Bakers Union, No. 107, William Trautlein, No. Main street.
 Barbers Union, William Gould, No. Main street.
 Bartenders Union, No. 166, James E. O'Brien, 87 Beaver street, New Britain, Conn.
 Building Trades Alliance, W. L. Stewart, 76 Divinity street.
 Bricklayers and Masons Union, No. 25, Henry Gosselin, 131 School street.
 Building Laborers Union, No. 13, Thomas Framage, 5 Roots Island.
 Burnishers and Brass Workers Union, Frank Kennedy, Valley street.
 Carpenters Union, No. 952, E. G. Waterhouse, 30 Locust street.
 Central Labor Union, W. L. Stewart, 76 Divinity street.
 Grinders Union, John F. Gleason, Chestnut street.
 Polishers and Buffers Union, No. 86, John E. Ryan, 1 Wolcott street.
 Painters and Decorators Union, No. 663, F. W. Squire, Spring street.
 Plumbers Union, No. 410, F. J. Mashin, Box 771.
 Sheet Metal Workers Union, No. 308, F. C. Stark, High street.

DANBURY.

Bakers Union, No. 193, Wm. Betts, 93 Garfield avenue.
 Barbers Union, No. 175, William Dittman, 10 Elm street.
 Bartenders Union, No. 255, Don P. Meyers, 35 White street.
 Bootblacks Protective Union, No. 11623, Guiseppe Passarelli, 285 Main street.

Boot and Shoe Workers Union, No. 323, Michael Clohessey, 241 Main street.

Bricklayers, Masons and Plasterers Union, No. 22, T. M. Ormsbee, Box 137.

Building Laborers Union, No. 10, A. W. Brown, 12 Starr avenue.

Beaver Assembly, K. of L., No. 2,824, Edwin Daniels, 136 South street.

Carpenters Union, No. 927, W. T. Wooden, 12 Crane street.

Central Labor Union, Edwin Daniels, 136 South street.

Cigar Makers Union, No. 180, John H. Riley, 13 James street.

Electrical Workers Union, No. 195, A. G. Hawker, 349 Main street.

Hat Finishers Association, No. 11, H. C. Shelvcy, 192 Main street.

Hat Makers Association, P. H. Connolley, 169 Main street.

Hat Tip Printers Union, No. 1, Ford Anderson, Jr., 55 Jefferson avenue.

Hat Trimmers Union, Miss N. H. Gallagher, 44 Stowe street.

Hatters Assembly, K. of L., No. 7923, Elijah Morris, 76 West Wooster street.

Laborers Protective Union, No. 10235, Andrew Elliott, 6 McDermott street.

Locomotive Firemen's Lodge, No. 493, M. F. Kane, 42 Pohquogue avenue.

Meat Cutters Union, No. 270, R. F. Schmidt, 139 West street.

Musicians Union, No. 87, H. W. Ruffles, 68 Pleasant street.

Paper Box Makers Union, No. 93091, William Slaving, 47 Austin street.

Painters and Decorators Union, No. 522, W. E. Sherman, Box 231.

Plumbers and Gas Fitters Union, No. 303, L. A. Smith, 12 New street.

Railroad Trainmen's Lodge, No. 332, W. F. Cross, 26 East Pearl street.

Railway Clerks Union, No. 21, C. D. Brimhall, 18 Smith street.

Stationary Firemen's Union, No. 106, W. B. Donoway, 113 Liberty street.

Steam Engineers Union, No. 62, Dewitt C. Turner, 83 Liberty street.

Street Railway Employees Union, No. 269, Herman Hirsch, 37 South street.

Tailors Union, No. 7, H. Weber, 31 White street.

Team Drivers Union, No. 151, Frank E. Brown, 14 Rose street.

Typographical Union, No. 143, F. G. Capron, 4 Tower Place.

Wood Workers Union, No. 137, F. C. Hill, 10 Montgomery street.

DANIELSON (KILLINGLY).

Bootblacks Union, No. 1, Albert H. Rain.

Bricklayers, Masons and Plasterers Union, No. 21, Elmer Williams, Box 496.

Carpenters Union, No. 623, L. H. Foster, Box 239.

DERBY.

Barbers Union, No. 216, Fred G. Ware, 48 Liberty street, Ansonia.

Brewers Union, R. Dinkler, care of Derby-Ansonia Brewing Co.

Carpenters Union, No. 127, F. F. Dommerwuth, Box 951, Shelton, Conn.
 Central Labor Union, J. A. Hickey, 72 Howard avenue, Ansonia, Conn.
 Machinists Lodge, No. 259, J. M. Clifford, 174 Caroline street.
 Meat Cutters Union, No. 339, Henry Sweetman, Box 144, Shelton, Conn.
 Painters and Decorators Union, No. 99, M. J. Charters, 105 Wakelee avenue.
 Piano and Organ Workers Union, No. 9, Wm. Fitzsimmons, 19 Bank street.
 Plumbers Union, No. 132, E. C. Nettleton, P. O. Box, 1006, Shelton, Conn.
 Team Drivers Union, No. 5, J. Foley, 200 Olivia street.
 Textile Workers Union, No. 278, Miss Catherine Brandon, 91 Olivia street.

EAST HARTFORD.

Railroad Trainmen's Order, No. 551, W. A. Bruce, Box 129.
 Railway Clerks Order, No. 115, Charles H. Bragg, 5 Clark street.

FAIRFIELD.

Carpenters Union, No. 647, Thomas Carry, Southport, Conn.

FARMINGTON.

Painters Union, No. 845, H. T. Allen, Unionville, Conn.

GREENWICH.

Bricklayers and Masons Union, No. 14, Wm. Jones, 63 Indian Harbor Drive.
 Carpenters Union, No. 196, A. G. Cameron, 45 Jaynes Park.
 Painters and Decorators Union, No. 17, W. L. Horton, Box 441.
 Plumbers Union, No. 133, Louis Hennesy, Orchard Place.
 Sheet Metal Workers Union, No. 21, B. Y. Acker, West Putnam avenue.

HARTFORD.

Assorters and Packers Union, No. 8316, Mollie Lehan, 18 Atlantic street.
 Allied Printing Trades Council, George A. Clintsman, 17 Alden street.
 Bakers Union, No. 8, H. Wilkes, Box 64, East Hartford.
 Barbers Union, No. 73, J. S. Stern, 6 Charter Oak avenue.
 Bartenders Union, No. 200, John F. Coleman, 5 Atlantic street.
 Blacksmiths Union, No. 117, James McLaren, 1425 Broad street.
 Boiler Makers Union, No. 237, John P. Glynn, 58 Grove street.

- Book Binders Union, No. 15, Walter H. Price, 26 Sandford street.
Brass Molders Union, No. 153, James J. Bumster, 194 Ward street.
Brewers Union, No. 35, A. Wardinski, 222 Zion street.
Bricklayers, Masons and Plasterers Union, No. 1, James A. Feleter, Box 590.
Building Laborers Union, No. 3, Thomas Godfrey, 1417 Broad street.
Building Trades Council, John N. W. Walker, 24 Wolcott street.
Carpenters Union, No. 43, P. J. Fagan, 34 Cedar street.
Carpenters Union, No. 1437, H. Lamb, 107 Pitkin street, East Hartford.
Carriage Workers Union, No. 112, Edmund B. Kennedy, 8 Russell street.
Car Workers Union, No. 29, Lawrence D. Murphy, 2 Clark street, East Hartford.
Central Labor Union, James G. Bacon, 106 Capen street.
Chuck Workers Union, E. S. Fuller, 77 Smith street.
Cigar Makers Union, No. 42, Eli Brunell, P. O. Box 970.
Electrical Workers Union, No. 37, Maurice Collins, 96 Maple avenue.
Electrical Workers Union, No. 186, J. P. Rohan, 37 Dean street.
Federal Labor Union, No. 10087, James J. Dennehy, 5 School street.
Foundry Helpers and Chippers Union, No. 10409, E. J. Wallace, 153 Wethersfield avenue.
Granite Cutters Union, John M. Drake, 1066 Main street.
Garment Workers Union, No. 106, Mrs. Emma M. Harding, 22 Ford street.
Hat and Cap Makers Union, Isaac Goldberg, 21 North street.
Horse Nail Assorters and Packers Union, No. 8376, Nellie Healey, 15 Atlantic street.
Horse Nail Workers Union, No. 6170, B. C. Hitchcock, 112 Wooster street.
Horse Shoers Union, No. 14, Edward J. Donaldson, 14 Talcott street.
Iron Molders Union, No. 73, Edward H. Flannery, 119 Maple avenue.
Lathers Union, No. 78, William Lewis, Windsor, Conn.
Leather Workers Union, No. 79, H. W. Phinnery, 351 Park street.
Locomotive Engineers Division, No. 205, E. E. Bill, 107 Vine street.
Locomotive Firemen's Lodge, No. 285, B. E. Bowne, P. O. Box 10, Burnside, Conn.
Machinists Lodge, No. 354, J. H. Dignan, 50 Whitmore street.
Machinists Lodge, No. 617, J. McDonald, 1086 Broad street.
Meat Cutters Union, No. 180, J. F. Whalen, 488 Main street.
Metal Polishers Union, No. 310, J. A. Hyde, 7 Washington street.
Musicians Union, No. 400, H. A. Turner, 78 Madison avenue.
Painters and Decorators Union, No. 481, Joseph W. Collins, 48 Ward street.
Pattern Makers Association, C. H. French, 4 Chapel street.
Plumbers Union, No. 76, R. McGeary, 43 John street.
Polishers and Buffers Union, No. 35, James J. Kennedy, 338 Park street.

Printing Pressmen's Union, No. 75, Charles C. McDonnell, 378 Windsor avenue.

Prompters Union, No. 170, Michael F. Conway, 108 Babcock street.

Railway Conductors Order, No. 50, Charles H. Curtiss, Bristol, Conn.

Railroad Trainmen's Lodge, No. 118, George C. Van Ostrem, 22 Avon street.

Retail Clerks Union, No. 295, W. W. Farr, Box 769.

Screw Makers Union, No. 82, Michael D. Haran, 67 Madison street.

Sheet Metal Workers Union, No. 77, D. M. Hope, Box 480.

Shoe Makers Union, Morris Ahern, 380 Windsor street.

Slate and Tile Roofers Union, No. 5, John Walker, 24 Wolcott street.

Steam Engineers Union, No. 233, John Hare, 38 Flower street.

Steam Fitters Union, No. 44, J. B. Viens, 360 New Park avenue.

Structural Building Trades Alliance, James Felleter, 128 Retreat avenue.

Stereotypers Union, No. 27, George W. Langreth, Box 161.

Tailors Union, No. 139, S. Guggenbichler, 242 Park street.

Team Drivers Union, No. 394, B. P. Woodward, 66 Madison street.

Theatrical Stage Employes Union, No. 34, O. A. Broch, 102 Seymour street.

Tile Layers Union, No. 31, Wm. J. Collins, 19 Mulberry street.

Tinners Union, Louis H. Taylor, Box 408.

Tobacco Strippers Union, No. 10227, Grace B. Tully, 867 Main street.

Typographical Union, No. 127, S. T. Pfund, P. O. Box 856.

Valve Workers Union, No. 49, P. G. Coffey, 3 Oak street.

Waiters Union, No. 304, Albert Froni, 25 Mulberry street.

LAKEVILLE (SALISBURY).

Knife Grinders Union, James Ellis, P. O. Box 92.

MANCHESTER.

Bricklayers, Masons and Plasterers Union, No. 20, F. L. Dutton, So. Manchester.

Carpenters Union, No. 757, Claud E. Truax, 3 Spring street.

Painters and Decorators Union, No. 683, B. S. Dickenson, So. Manchester.

MERIDEN.

Allied Printing Trades Council, T. E. Lawler, 52 Center street.

Bakers Union, No. 60, Joseph Depgen, 18 Lima street.

Barbers Union, No. 88, Biagis Guerrieri, 8 Railroad avenue.

Bartenders Union, No. 159, John C. Hoban, 12½ Pratt street.

Brass Molders Union, No. 167, Julius Salka, 435 Broad street.

Brass Workers Union, No. 134, H. F. Hagerty, 161 Liberty street.

Brewers Union, No. 51, August Schramm, Box 874, New Haven, Conn.

Bricklayers, Masons and Plasterers Union, No. 9, Albert Greenwood, Box 41.

Britannia Workers Union, No. 225, John H. Waller, P. O. Box 211.

Building Laborers Union, No. 12, Charles Arnold, 530 Broad street.

Carpenters Union, No. 920, G. H. Wiggins, 24 South George street.

Central Labor Union, Maurice Sullivan, 168 South Colony street.

Cigar Makers Union, No. 484, W. F. Pfitzenmeier, 16 North First street.

Electrical Workers Union, No. 351, Richard P. Dittman, 49 South Third street.

Glass Workers Union, Ralph Van Kerwin, 100 West Main street.

Granite Cutters Union, Walter Greenwood, 7 Home avenue.

Iron Molders Union, No. 74, M. P. Meade, 160 Mt. Pleasant street.

Knife Grinders Union, No. 3, Arthur Balsover, 201 Hobart street.

Knife Makers Union, No. 236, A. E. Lowe, 126 Oak street.

Meat Cutters Union, No. 67, John J. Gannon, 149½ South Colony street.

Metal Spinners Union, No. 224, Lester Horton, 49 Grand street.

Musicians Union, No. 55, C. W. Denison, 50 Windsor street.

Painters and Decorators Union, No. 685, Wm. Williams, 53 South avenue.

Piano and Organ Workers Union, No. 29, W. F. Carpenter, 67 Sherman avenue.

Plumbers Union, No. 21, Albert J. Rowley, 18 South First street.

Polishers Union, No. 8, E. P. Coyle, 320 Cook avenue.

Printing Pressmen's Union, No. 156, W. W. Bland, 49 South Second street.

Retail Clerks Union, No. 56, A. P. Hagan, P. O. Box 185.

Street Railway Employees Union, No. 163, H. W. Arnold, 65 East Main street.

Team Drivers Union, No. 169, John Hackett, 53 Liberty street.

Typographical Union, No. 314, H. C. Maydwell, 350 Cook avenue.

MIDDLETOWN.

Bartenders Union, No. 469, E. E. Carey, 112 Court street.

Bricklayers and Masons Union, No. 11, Peter J. Whalen, 238 North Pearl street.

Carpenters Union, No. 1512, Otto Storjoham, Farm Hill.

Central Labor Union, F. J. Biebfeld.

Cigar Makers Union, No. 299, James Convey, 264 Main street.

Granite Cutters Union, John Peterson, Route 3, Middletown.

Granite Cutters Union, T. A. Sage, 57 Ferry street.

Iron Molders Union, No. 373, J. F. Porteous, 138 Washington street.

Meat Cutters Union, No. 262, Lester J. Martin, 10 Mill street.

Painters Union, No. 907, John F. Collins, 41 Court street.

Plumbers Union, No. 383, P. J. Brown, Box 767.

MOOSUP (PLAINFIELD).

Mule Spinners Union, Michael J. Tierney, P. O. Box 224.

NAUGATUCK.

Bartenders Union, No. 628, M. H. Lawlans, Commercial Hotel.

Carpenters Union, No. 804, Thomas F. Maher, 53 Scott street.

Iron Molders Union, No. 87, James Sheriden, Box 253, Union City.

NEW BRITAIN.

Bakers Union, No. 107, F. W. Schwer, Bassett Hotel.

Barbers Union, No. 316, Frank Del Mastro, 159 Main street.

Bartenders Union, No. 166, James E. O'Brien, 87 Beaver street.

Brewers Union, Carl Busce, care Cremo Brewing Co.

Bricklayers and Plasterers Union, No. 3, Walter Kingsbury, 185 South Stanley street.

Building Laborers Union, No. 4, William Grey, P. O. Box 792.

Building Trades Council, M. T. Clark, 414 Arch street.

Carpenters Union, No. 97, C. H. Allen, Box 747.

Carpenters Union, No. 1672, Wm. M. Nissen, 89 Glen street.

Central Labor Union, M. J. Welch, 18 Gilbert street.

Cigar Makers Union, No. 321, F. A. Goddard, 580 East Main street.

Iron Molders Union, No. 241, C. J. Anderson, 94 Griswold street.

Meat Cutters Union, No. 316, E. F. Hartney, 43 Taylor street.

Painters and Decorators Union, No. 21, M. T. Clark, 380 Arch street.

Polishers and Buffers union, No. 126, M. J. Welch, 46 Sexton street.

Plumbers Union, No. 256, Claude J. Leroux, 65 Glen street.

NEW HAVEN.

Allied Printing Trades Council, E. K. Fitzgerald, Box 701.

Amalgamated Engineers and Machinists Lodge, James Mason, 278 Howard avenue.

Bakers Union, No. 11, Ed. Clemens, 739 Grand avenue.

Bakers Union, No. 397, J. Schmidt, 331 Grand avenue.

Barbers Union, No. 215, Edward Frenette, 65 Center street.

Bartenders Union, No. 217, James Pickett, 164 Elm street.

Blacksmiths Union, No. 180, Alex Wilson, 41 Arthur street.

Blacksmiths Helpers Union, No. 330, John Riley, 152 Carlisle street.

Boiler Makers Union, No. 61, M. Shanley, 139 Putnam street.

Boiler Makers Helpers Union, No. 96, Wm. McIntosh, 37 Admiral street.

Bookbinders Union, No. 134, A. S. Fleming, 83 Cooper street, Meriden, Conn.

Brewers Union, No. 37, August Schramm, Box 874.

- Bricklayers and Plasterers Union, No. 6, Vincent Maher, 238 Sherman avenue.
- Bridge and Structural Iron Workers Union, No. 15, James Rourk, 97 Orange street.
- Building Laborers Union, No. 5, Daniel Kelly, 11 White street.
- Cap Makers Union, No. 28, S. Reich, 128 Washington avenue.
- Car Workers Union, No. 48, J. B. Kenney, 262 James street.
- Carpenters Union, No. 79, J. F. Punkett, Box 336.
- Carpenters Union, No. 611, B. H. Alinquist, 90 Dewitt street.
- Carriage Workers Union, No. 32, D. A. Murray, 27 Elliott street.
- Carriage Workers Union, No. 34, John J. Howard, 758 Howard avenue.
- Cemetery Workers Union, Bernard McNeil, 60 Wilson street.
- Cigar Makers Union, No. 39, Isaac Hollander, Box 979.
- Coal Handlers Union, No. 432, A. L. Epps, 108 Webster street.
- Colored Waiters Union, No. 841, George E. Washington, 33 Webster street.
- Electrical Workers Union, No. 90, Frank Tanner, 51 Ann street.
- Electrical Workers Union, No. 304, John Scully, 92 Carlisle street.
- Freight Handlers Union, No. 68, M. Cavanaugh, 263 Grand avenue.
- Granite Cutters Union, John Affinito, 70 Hill street.
- Horse Shoers Union, No. 26, Hugh McGuire, 319 Orchard street.
- Iron Molders Union, No. 60, J. M. Reynolds, 239 Washington avenue, West Haven.
- Iron and Steel Workers Union, Chas. D. Adams, 1966 State street.
- Laborers Protective Union, No. 11537, Wm. Hastings, 60 Wilson street.
- Lathers Union, No. 215, E. T. Stevenson, 121 Davenport avenue.
- Laundry Workers Union,
- Locomotive Engineers Division, No. 77, G. H. Witherell, 80 First street.
- Locomotive Firemen's Lodge, No. 284, C. E. Lowell, 556 Howard avenue.
- Longshoremen's Union, Patrick O'Connor, 48 Carlisle street.
- Machinists Lodge, No. 43 (Railroad), J. McElveen, 774 Washington avenue, West Haven.
- Machinists Lodge, No. 420, H. E. Chipman, 431 Quinniapiac avenue.
- Machinists Lodge, No. 609, Thomas Feeney, 113 DeWitt street.
- Machinists Lodge, No. 726, J. F. Kennedy, 124 Ward street.
- Meat Cutters Union, No. 282, Henry Stuhlman, 30 Nash street.
- Musicians Union, No. 234, H. G. Nichols, 556 Elm street.
- Painters Union, No. 170, Wm. Flood, 157 Congress avenue.
- Painters Union, No. 233, Charles Wahlers, 115 South Water street.
- Piano and Organ Workers Union, No. 25, J. J. Rourke, 266 Brown street.
- Plumbers Union, No. 349, P. F. O'Meara, 260 Poplar street.
- Polishers and Buffers Union, No. 25, J. J. Shanahan, 85 James street.
- Printing Pressmen's Union, No. 74, H. J. Mullen, P. O. Box 1463.
- Railroad Trainmen's Lodge, No. 201, F. E. Keenan, 122 Cedar street.

Railway Clerks Order, A. C. Martin, 45 Silver street.
 Railway Conductors Order, No. 2, Frank J. Flannagan, 272 Portsea street.
 Railway Conductors Ind. Order, W. W. Pardee, 58 Minor street.
 Railway Telegraphers Order, G. F. McCormick, No. 93 Main street, West Haven.
 Sheet Metal Workers Union, No. 225, M. J. Leary, 262 Bassett street.
 Stationary Firemen's Union, No. 141, Michael Enright, 247 James street.
 Street Railway Employes Union, J. D. Flynn, 16 Jefferson street.
 Steam Engineers Union, No. 192, E. B. Beach, 93 Martin street.
 Steam Fitters Union, No. 11, Stephen Millett, 27 Green street.
 Steam Fitters Union, No. 16, James T. Glennon, 358 East street.
 Stone Masons Union, No. 7, Phil G. McDermott, 16 Frank street.
 Tailors Union, No. 22, Wm. Wiegardt, Box 786.
 Tailors Union, No. 239, G. Alexander, 20 Center street (Room 40).
 Theatrical Stage Employes Union, No. 74, John A. O'Brien, 64 Williams street.
 Trades Council, John E. Hague, 334 Blake street, Westville, Conn.
 Typographical Union, No. 47, Frank Van Dyck, Box 1269.
 Waiters Union, No. 418, Harrison Bolter, 318 Exchange street.
 Wood Carvers Association, H. H. Lane, 292 Front street.

NEW LONDON.

Bakers Union, No. 77, F. L. Wuest, 27 Coleman street.
 Barbers Union, No. 330, George Goss, 842 Main street.
 Bartenders Union, No. 356, Walter W. Philbrick, 26 Hope street.
 Brewers Union, No. 35, Joseph Sauersauf, 85 Huntington street.
 Bricklayers and Plasterers Union, No. 10, Chas. L. Miller, 306 Connecticut avenue.
 Building Laborers Union, No. 11, Patrick A. Ready, 16 Tenth street.
 Building Trades Council, Harry W. Washburn, Fitch avenue.
 Carpenters Union, No. 133, W. H. Wolverton, 76 Crystal avenue.
 Carpenters Union, No. 1411, E. T. Howell, 9 Lincoln Court.
 Central Labor Union, Ambrose Higgins, P. O. Box 658.
 Granite Cutters Union, Albert A. Daniels, P. O. Box 99, Groton, Conn.
 Iron Molders Union, No. 156, Wm. D. Nelson, 29 Viets street.
 Locomotive Engineers Division, No. 348, Charles T. Decker, 269 Hempstead street.
 Locomotive Firemen's Lodge, No. 608, Thomas C. Davenport, 151 Main street.
 Musicians Union, No. 285, Edgar C. Stoddard, 1½ Jay street.
 Painters and Decorators Union, No. 399, Herbert May, 13 Brook street.
 Railroad Trainmen's Lodge, No. 496, H. Remmert, 418 Williams street.
 Stone Masons Union, No. 17, Leonard C. Shefflott, 17 Cliff street.

Team Drivers Union, No. 339, Willis L. Dart, 7 Crystal avenue.
 Typographical Union, No. 159, Robert Tarring, 9 Lincoln Court.

NEW MILFORD.

Bricklayers, Masons and Plasterers Union, No. 26, Ed. Hanson, Box 561.

Carpenters Union, No. 1005, James G. Mealia, Box 714.

Painters and Decorators Union, No. 640, Thomas Leahey.

NORTHFIELD (LITCHFIELD).

Knife Grinders Union, George H. Nicholson, P. O. Box 171.

NORWALK AND SOUTH NORWALK.

Bakers Union, Horace Edmunds, 8½ Lewis street.

Barbers Union, No. 72, Henry Selzer, 53 Washington street.

Bartenders Union, No. 269, Anthony Steuger, care Jefferson House, South Norwalk.

Bricklayers and Masons Union, No. 13, W. F. Wardwell, 2 Livingston street.

Building Trades Council, J. Stanley Raymond, Sound View avenue, South Norwalk.

Carpenters Union, No. 746, A. H. Butting, 1 Canal street.

Cigar Makers Union, No. 26, B. J. Reynolds, 104 Washington street, South Norwalk.

Electrical Workers Union, No. 472, D. J. Griffith, 10 Haverland street.

Hat Finishers Association, No. 16, J. W. Scully, 70 Main street, South Norwalk.

Hat Makers Association, No. 15, W. A. Brennan, 32 Woodward avenue, South Norwalk.

Hat Trimmers Union, Miss Emma F. Buxton, 6 Day street, South Norwalk.

Iron Molders Union, No. 209, Joseph E. Gormley, 2 Prospect avenue.

Machinists Lodge, No. 142, P. Hutcheson, P. O. Box 509.

Musicians Union, No. 52, L. G. Wood, 15 Clinton avenue, Stamford, Conn.

Painters and Decorators Union, No. 527, Sidney Dayton, Box 38, Saugatuck.

Plumbers Union, No. 222, E. N. Voorhees, 12 Van Zandt street, East Norwalk.

Polishers and Buffers Union, No. 16, J. T. Gilmour, 17 Day street.

Sheet Metal Workers Union, No. 127, J. S. Raymond, South Norwalk.

Silk Workers Union, No. 428, I. McLean, 11 York street, Norwalk.

Stone Masons Union, No. 24, John Butler, 18 Spring Hill.

Tailors Union, No. 364, Daniel Brennan, 33 Leonard street.

Team Drivers Union, No. 293, William E. Buxton, 1 Isaac street.

Typographical Union, No. 529, F. W. McKane, 810 North Main street, South Norwalk.

Woolen Weavers Union, No. 355, Ed. J. Reilly, Winneepauk, Conn.

NORWICH.

Bakers Union, No. 375, Joseph Dick, 551 Boswell avenue.
 Barbers Union, No. 337, Noe Fountain, 36 Broadway.
 Bartenders Union, No. 367, William E. Wilson, 78 Franklin street.
 Bricklayers Union, No. 28, Edward Edwards, 102 Talman street.
 Building Laborers Union, No. 6, Peter O'Neil, 8 Spring street.
 Building Trades Council, Chris Dixon, North Main street.
 Carpenters Union, No. 137, M. J. Kelly, Box 52.
 Central Labor Union, Otto Corrigeux, Otrabando Road.
 Cigar Makers Union, No. 407, William Harrington, 354 Franklin street.
 Electrical Workers Union, No. 343, Walter Holden, 150 Main street.
 Iron Molders Union, No. 126, M. F. Dougherty, 117 Mt. Pleasant street.
 Machinists Lodge, No. 53, M. D. Barr, 10 Court street.
 Meat Cutters Union, No. 335, James McCarthy, 625 South 5th street.
 Mule Spinners Union, No. 11, James McNulty, Box 351, Taftville, Conn.
 Musicians Union, No. 235, Fred N. Clark, 245 West Main street.
 Painters and Decorators Union, No. 630, W. B. Noyes, 173 Hinckley street.
 Paper Makers Union, No. 104, Louis Melbone, 28 High street.
 Polishers, Brass Workers and Buffers Union, No. 169, James Keevan, 67 Peck street.
 Plumbers and Steam Fitters Union, No. 267, W. J. Haggerty, 161 Cliff street.
 Stationary Firemen's Union, No. 91, John Driscoll, 56 Central avenue.
 Stone Masons Union, No. 12, William D. McCune, Town street.
 Street Railway Employees Union, No. 262, E. E. Mulken, 378 Central avenue.
 Typographical Union, No. 100, E. H. Crocker, Bliss Place.

ONECO (STERLING).

Granite Cutters Union, W. A. Shippee, Sterling, Conn.

PUTNAM.

Barbers Union, No. 405, A. B. Simmons, Ballouville, Conn.
 Bartenders Union, No. 318, William G. Anthier, 15 Water street.
 Carpenters Union, No. 818, Fred W. Teft, 82 Mechanic street.

ROCKVILLE (VERNON).

Bakers Union, No. 375, C. Wicke, 28 Talcott avenue.
 Bartenders Union, No. 706, William A. Spencer, care The Rockville House.
 Painters Union, No. 969, Maurice Jackson, 23 Ward street.
 Woolen Weavers Union, No. 400, John Dickinson, 23 Thompson street.
 Woolen Workers Union, No. 356, John McGrath, Winnepauk, Conn.

RIDGEFIELD.

Bricklayers, Masons and Plasterers Union, No. 27, Arthur Eilensteen,
Box 357.
Carpenters Union, No. 1119, E. Holt, R. F. D., No. 46.
Painters and Decorators Union, No. 808, James Mullen.

ROXBURY.

Granite Cutters Union, Charles G. Anderson, Box 8, Roxbury Station,
Conn.

SEYMOUR.

Horse Nail Makers Union, No. 10953, Joseph Hagen, 39 Second street.

SHELTON (HUNTINGTON).

Knife Grinders Union, No. 1, Wm. Clark, P. O. Box 682.
Silk Ribbon Weavers Union, No. 490, Alice McGovern, Box 767.

SOUTHINGTON.

Iron Molders Union, No. 444, O. F. Johnson, Box 770, Plantsville, Conn.
Polishers Union, No. 183, F. Whitman.

STAMFORD.

Barbers Union, No. 451, L. P. Braun, 133 Hawthorne street.
Bartenders Union, No. 455, R. J. Fitzgibbon, 24 Gay street.
Bricklayers and Plasterers Union, No. 8, Fred Early, 427 Main street.
Carpenters (Amalgamated) Union, Fred McGurthy, Lee street.
Carpenters Union, No. 210, J. F. Flynn, 82 East Main street.
Central Labor Union, John F. Sidney, 35 Cottage street.
Cigar Makers Union, John Bohl, 33 Elm street.
Electrical Workers Union, No. 310, Norman R. Wilcox, 109 Stillwater
avenue.
Iron Molders Union, No. 161, Frank O'Hara, 9 Pacific street.
Painters and Decorators Union, No. 192, William Rusco, 22 Mill River.
Piano and Organ Workers Union, No. 40, Nicola Pellicciari, Box 642.
Plumbers Union, No. 311, Joseph Ross, 48 Greyrock Place.
Railroad Trainmen's Lodge, No. 693, Peter O'Hearn, Adams avenue.
Sheet Metal Workers Union, No. 189, H. C. Purdy, 238 Bedford street.
Stone Masons Union, No. 23, Paul Rosa, 201 Stillwater avenue.
Typographical Union, No. 503, Harry McKnight, Drawer O.

STONINGTON.

Iron Molders Union, No. 163, James R. Leahy, Box 179.

STONY CREEK (BRANFORD).

Granite Cutters Union, Charles Collins, Box 46.

SUFFIELD.

Cigar Makers Union, No. 156, Robert A. Barnett, Box 26.

TARIFFVILLE (SIMSBURY).

Lace Curtain Weavers Union, Joseph T. Kennedy, P. O. Box 25.

THOMASTON.

Knife Grinders, James W. Scott.

THOMPSONVILLE (ENFIELD).

Barbers Union, No. 344, A. H. Monillerat, 30 Church street.

Brass Workers Union, No. 52, E. J. Lester.

Brussels Carpet Weavers Union, No. 241, Harry Bronage.

Carpenters Union, No. 234, Thomas McCarroll, Box 166.

Central Labor Union, M. Quinn, P. O. Box 673.

Machinists Union, No. 370, D. C. Corcoran, P. O. Box 42.

Painters and Decorators Union, No. 747, John W. Gallagher, Box 495.

TORRINGTON.

Bakers Union, No. 188, Max Brueckel, New Hartford, Conn.

Bricklayers, Masons and Plasterers Union, No. 19, Aug. Prudent, 421 North Main street.

Building Laborers Union, No. 8, P. Cofahiati, 286 Main street.

Carpenters Union, No. 216, Albert Bray, 335 East Pearl street.

Horse Shoers Union, Daniel C. Lillibridge,

Iron Molders Union, No. 245, G. N. Sherwood, 19 Meadow street.

Painters and Decorators Union, No. 516, Harry E. Vail, Box 451.

Tube Workers Union, Charles E. Anderson, 70 Hoffman street.

LONG HILL (TRUMBULL).

Cigar Makers Union, No. 139, Charles G. Peet, Box 19.

UNIONVILLE (FARMINGTON).

Brass Workers Union, No. 308, R. Bateman.

Carpenters Union, No. 1341, William A. Rutherford.

Polishers and Buffers Union, No. 181, James Murphy.

Stationary Firemen's Union, No. 144, Michael Crowe.
Table Knife Grinders Union, No. 5, F. B. Glynn.

WALLINGFORD.

Bartenders Union, No. 358, C. M. Gannon, cor. Hall avenue and Colony street.
Carpenters Union, No. 1626, C. E. Dart, 12 Beaumont avenue.
Iron Molders Union, No. 113, Martin Horan, 259 Ward street.
Machinists Lodge, No. 654, J. J. Beale, 14 Orchard street.
Musicians Union, No. 332, William J. Hogan, 28 Williams street.
Polishers and Buffers Union, No. 73, William Devlin, 52 North Orchard street.

WATERBURY.

Allied Printing Trades Council, G. M. Cooley, 13 West Farm street.
Bakers Union, No. 155, E. Thorn, 42 Vine street.
Barbers Union, No. 302, Emil Trepanier, 283 Cherry street.
Bartenders Union, No. 254, M. J. Clark, Box 236.
Brass Workers Union, No. 207, E. M. Doyle, 31 Welton street.
Brewers Union, No. 126, William Braun, Russell street.
Bricklayers, Masons and Plasterers Union, No. 16, James Clifford, 9 Ward street.
Building Laborers Union, No. 7, Antoin Montella, 51 Canal street.
Carpenters Union, No. 260, J. Courtemanche, 69 West Liberty street.
Central Labor Union, D. F. Callahan, Box 57.
Cigar Makers Union, No. 395, James Riley, 75 South street.
Electrical Workers Union, No. 11, J. Ward Porter, 480 South Main street.
Granite Cutters Union, James M. Skahan, 2 Carrollton Place.
Horse Shoers Union, No. 166, Richard Barry, 54 School street.
Iron Molders Union, No. 298, Frank Monett, 624 South Main street.
Ivory Workers Union, No. 10693, Saul Lachance, 11 North Leonard street.
Lathers Union, No. 125, Philip Duffney, 13 West Farm street.
Meat Cutters Union, No. 205, C. W. Harting, 43 West Main street.
Musicians Union, No. 186, George L. Adams, 593 East Main street.
Painters and Decorators Union, No. 491, P. F. Moran, Box 108.
Plumbers Union, No. 22, B. B. Loomis, 25 Abbott avenue.
Polishers Union, No. 37, D. Callahan, 200 Cherry street.
Printing Pressmen's Union, Louis Baker, 134 Franklin street.
Prompters Union, No. 261, E. L. Baker, 559 South Main street.
Railroad Trainmen's Lodge, No. 423, L. C. Robinson, 1158 Bank street.
Stampers Union, J. P. Donohue, 36 South Elm street.

Sheet Metal Workers Union, No. 199, W. P. Yhrus, 34 West Farm street.

Steam and Hot Water Fitters Union, No. 52, B. A. Black, 41 South Willow street.

Structural Trades Alliance, J. P. Lyon, 25 Beacon street.

Theatrical Stage Employes Union, No. 88, Martin Meyers, 68 Abbott street.

Typographical Union, No. 329, R. B. Foley, Box 63.

WATERFORD.

Granite Cutters Union, George Gallup, Waterford, Conn.

WINSTED (WINCHESTER).

Bartenders Union, No. 283, M. F. Baker, Box 63.

Bricklayers, Masons and Plasterers Union, No. 18, W. B. Gingoll, 22 Mountain avenue.

Carpenters Union, No. 583, Bert Jarvis, 158 Boyd street.

Knife Grinders Union, J. H. Bradbury, 67 Spruce street,

Painters Union, No. 575, F. W. Schultz, Box 152.

Polishers and Buffers Union, No. 74, James Hammond, Birdsall street.

WILLIMANTIC (WINDHAM).

Bartenders Union, No. 519, John Haron, 860 Main street.

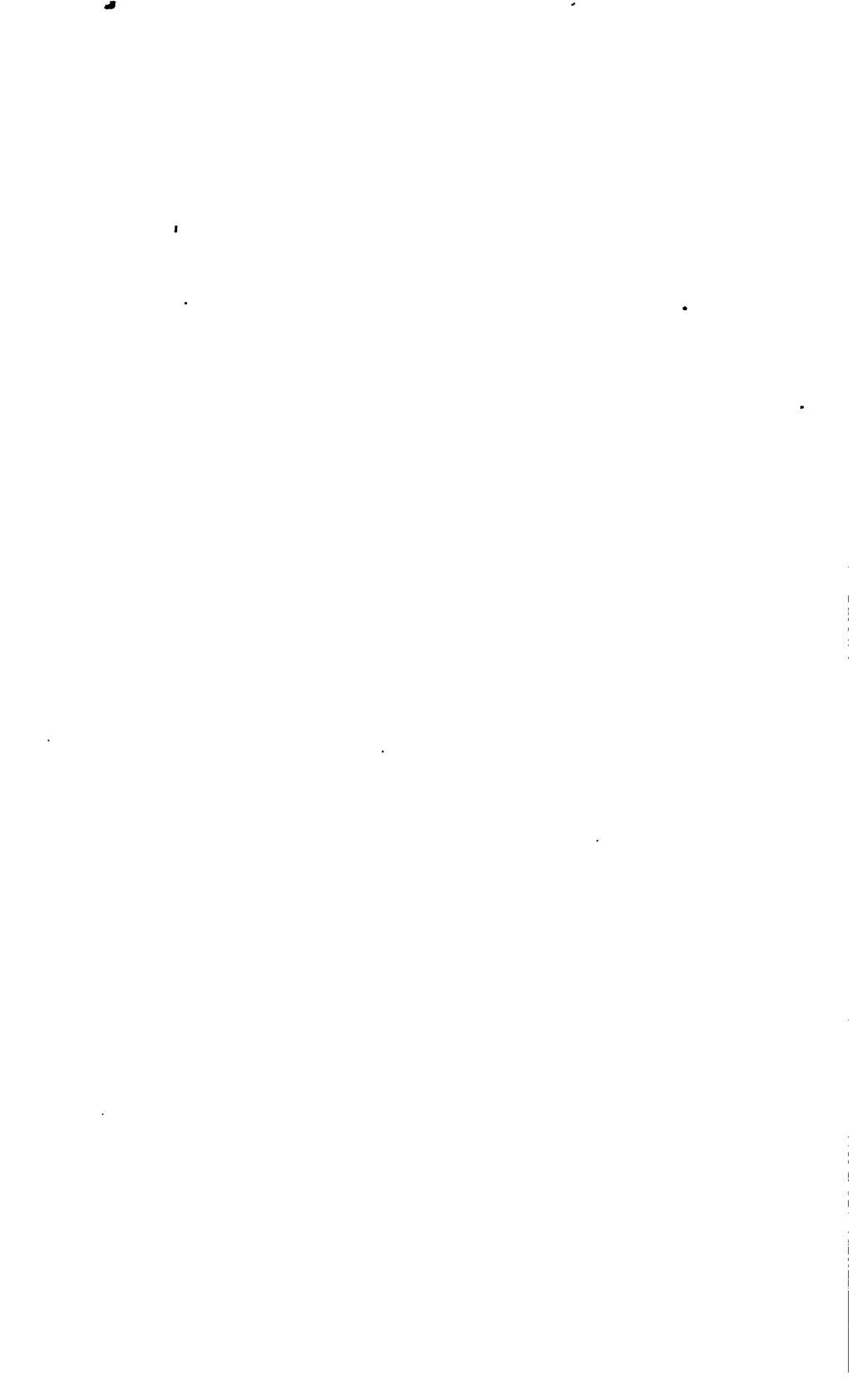
Carpenters Union, No. 825, George Baribault, 808 Main street.

Musicians Union, No. 403, William Bishop, Jr.

Weavers Union, No. 361, Thomas Moran, 1153 Main street.

WINDSOR LOCKS.

Paper Makers Union, No. 53, Michael McCue.



Part IV.

Strikes and Lockouts.

- 1 INTRODUCTION
- 2 DESCRIPTIONS OF LABOR DISTURBANCES
- 3 TABULATED STATEMENT
- 4 DATE
- 5 LOCATION
- 6 ESTABLISHMENTS CONCERNED
- 7 CAUSE
- 8 NUMBER INVOLVED
- 9 TIME LOST
- 10 RESULT
- 11 COMPARISONS WITH PRECEDING YEARS
- 12 HISTORICAL DESCRIPTION
- 13 EARLY ORGANIZATIONS OF PRINTERS

STRIKES AND LOCKOUTS.

Commencing with the Sixteenth Annual, or 1900 Report of the Bureau, the subject of Strikes and Lockouts, or labor disturbances, has been given a place in the publications of this department.

The investigation, the results of which were published in the report referred to in the preceding paragraph, was undertaken for the purpose of supplying the growing demand of the public for accurate information as to the number and frequency of these disturbances, their causes and results, the number of employes involved, the time and wages lost thereby, etc. The period covered by this first investigation was from July 1, 1899, to December 1, 1900, an interval of seventeen months. A second investigation by the Bureau in 1901, a third in 1902, a fourth in 1903, a fifth in 1904, and the last in 1905, completes a period of six years and four months with which space of time this chapter of the report has to do. In these reports of the Bureau the sixteenth, seventeenth, eighteenth, nineteenth, twentieth and twenty-first annuals, these disturbances were to have been classified separately as to the number which were strikes and the number which were lockouts. The principal distinction between a strike and a lockout is that in one case the employes take the initiative in regard to the discontinuance of work in an establishment, and in the other the initiative is taken by the employer.

A strike may be defined as a refusal by the employes of an establishment to work unless the employer complies with some demand by the former or withdraws some obnoxious demand made by himself; a lockout is defined as a refusal by the employer to allow his employes to work in his establishment unless they will comply with some demand as to the conditions of employment made by him. It is thus seen that but little difference exists between these two classes of industrial disturbances beyond the question of initiative, as indicated above. As com-

pared with strikes, however, lockouts are relatively unimportant as regards both the number of persons affected and the losses involved. For this reason the facts relative to strikes only are used in the preparation of the exhibit relating to these disturbances, which form a portion of this report.

During the twelve-month period included in the tabulated statement which follows this description, there were forty-five difficulties in which sufficient of the "initiative" had been injected into matters connected with continuance in or withdrawal from a regular line of employment as to merit consideration by the bureau.

There were 2,948 employes involved in these disturbances, and 51,682 days' time was lost by them by reason of these controversies. The amount of money lost in wages by the employes engaged in the differences occasioned by opposite views concerning some matter of interest to them, was \$83,208.02, computed at the wage rate of \$1.61 per day, this rate being based upon the most recent exhibit of the United States Bureau of the Census (Division of Manufactures, 1905). The average number of employes involved in these forty-five difficulties during the year was 65.51, the average time lost 17.53 days, and the loss of wages \$28.23 for each employe engaged.

Twenty-four different occupations are represented, classified as follows: Bricklayers, Plumbers, Carpenters, Painters, Hod-carriers, Sheet-metal Workers and others engaged in building occupations, 1,311; Structural Iron Workers, 103; Weavers, 106; Boiler Makers, 150; Compositors, 179; Journeymen Tailors, 150; Laborers, 177; Brick Makers, 440; Steel Workers, thirty-eight; Piano Case Makers, ninety; Plating-room employes, thirty-five; Cartridge Inspectors, forty-four; Journeyman Bakers, thirty-one; Cap Makers, twenty-eight; Metal Workers, twenty-five; Drop-forgers, twenty-four; Silk Quillers, ten, and Telephone Linemen, seven.

Twenty-two different towns are shown by the results of the investigation, to have been affected to a greater or less degree by these disturbances, divided as follows:

Bridgeport, eight; New Haven, seven; Hartford, four; New Britain, New London and Norwich, three each; Stamford, two,

and one in each of the towns of Greenwich (Coscob), Plymouth (Terryville), Huntington (Shelton), Waterford (Millstone), Danbury, Berlin, Branford, Westport (Saugatuck), Manchester (South Manchester), Seymour, Windham (Willimantic), Montville, Haddam (Higganum), Portland (Gildersleeve), and Bristol.

The various causes which led up to these disturbances may be summarized as follows: In eleven instances the basic demand was an increase in the prevailing rate of wages. In seven cases demands were made for a shorter work-day, and four of the difficulties were caused by insistence upon increases in the wage rate and also a shorter work-day.

Objection to the employment of non-union men was the assigned cause of four disturbances and in two cases the renewal of a former agreement was required. Extra compensation for overtime, sympathy with locked-out employes, objection to increased hours of labor, misunderstanding concerning employment of foreman, objection to infliction of fines, disagreement, refusal of employer to permit inspection, demand for recognition of union and also renewal of agreement, objection to letting of contract, to persons employing non-union labor, objection to retention of foreman, demand for more frequent payment of wages, objection to performing increased labor unaccompanied by corresponding increase in compensation, sympathy with striking employes of another trade, objection to reduction in wage rate, demand that a discharged employe be reinstated, demand for an increase in wage rate and also recognition of union, and the demand that a discharged foreman be reinstated were the given reasons in one instance each.

Coming now to the adjustment and results of these various controversies, it is discovered that the participating parties were successful in their demands in ten instances, and partially successful in five other cases. In three cases the difficulties were amicably or satisfactorily adjusted and in one instance, a settlement was pending, with every appearance of an early adjustment at the time this report closed. The participants were unsuccessful in their contentions in nineteen instances, while seven controversies remain unsettled at the date of the closing of this chapter.

COMPARISONS.

Space is given here to a summary or comparison of the various difficulties which have been chronicled during the past six and one-third years, commencing in 1899. During that period of time exhibits have been made of 433 disturbances in the various annual reports of the bureau. The number of employes, reported to have been involved, during the interval referred to is 42,031; and the computed loss in wages to those engaged in the controversies, \$1,462,616.14; an average loss per employe involved of \$34.80. This in comparison with \$25.62 loss in wages per employe in 1900 (17 months); the loss in wages per employe in 1901 (12 months) was \$33.36; in 1902 (12 months) \$34.83 per employe; in 1903 (12 months), the amount lost in wages was \$44 per employe. In 1904 (12 months) the computed loss in wages was \$36.06 per employe and in 1905, as before stated, it was \$28.23 per employe. Thus it is made apparent that the loss in wages per employe was 18.89 per cent. less in 1905 than was the average loss during the entire period considered.

Comparing these data with those based upon the reports for the years preceding and it develops the result that the amount of loss in wages per employe in 1904, was 27.7 per cent. more than in 1905; 55.86 per cent. more in 1903 than in 1905; 23.38 per cent. more in 1902 than in 1905; 17.11 per cent. more in 1901 than in 1905; and 9.2 per cent. less in 1900 than in 1905.

It is also found that the average number of persons involved, during the same period, that of six and one-third years, was 6,636; therefore, the number engaged in these disturbances during the year 1905, was 55.57 per cent. less than was the average number for the entire period. In 1904, however, the number of persons involved was 8.4 per cent. less than in 1905, and 59.34 per cent. less than was the average for the whole period included in the computation. Proceeding along the same lines and upon the same theory, the number of persons involved in 1900, was 95.93 per cent. more than in 1905; in 1901, there were 281.6 per cent. more employes engaged than in 1905; in 1902 the increase over 1905 was 244 per cent. and in 1903, 212.65 per cent. more employes were involved.

From the figures shown above, it follows and the natural deduction is, that the feeling of unrest which obtained in some sections of the commonwealth during the earlier periods included in the investigation, has measurably abated. It is a self evident fact that an era of better feeling now exists among the ranks of the toiling masses, than has prevailed for many years. The contention for the adoption of a shorter work-day holds the chief position in the minds of all the workers and will doubtless continue to be the "paramount issue" till an adjustment be reached satisfactory to both employer and employe.

CHRONOLOGICAL DESCRIPTION.

The assigned cause of the difficulty between the American Bridge Company and its employes engaged in the construction of a railroad bridge at Coscob, in the town of Greenwich, was the demand made by the latter on November 1, 1904, that the wage rate be increased five cents per hour, and that the working hours be reduced from nine to eight per day. Eighteen men were involved and it was stated that the most important factor which entered into the cause of the controversy was the alleged fact that employes of another company engaged on the same structure were receiving fifty cents per hour for a working day of eight hours, while the disaffected employes were required to work nine hours per day for forty-five cents per hour. After a period of nine days had elapsed the matter resulted in an adjustment which was a partial success for the employes, as the wage rate was increased from forty-five to fifty cents per hour, although the number of working hours per day remained the same.

On December 2, 1904, thirty-five of the female employes of the Eagle Lock Company, at Terryville, in the town of Plymouth, who were engaged in the plating room of the company, made a demand for a ten per cent. increase in wages. The demand was not acceded to by their employers and after two days' idleness all returned to their employment under former conditions.

On December 11, 1904, the Journeymen Bakers, to the number of eleven, employes of S. R. Adams, in Bridgeport, made

a demand upon him for extra compensation for overtime. The journeymen alleged that they had worked overtime for several weeks for which they had received no remuneration. These allegations were denied, in part, by their employer and while the grievance has never reached a settlement, yet some of the dissatisfied employees returned to their work, and others secured employment elsewhere. The result of the strike, therefore, may be said to have been unsuccessful for the men, after an estimated loss of eighteen days' time.

On January 21, 1905, forty-six weavers employed by the Specialty Weaving Company at Shelton in the town of Huntington, struck work. The stated cause of the grievance was sympathy for locked-out employees of the same company in New York city. After a period of ninety-seven days the strike was declared off. This action was taken at a meeting of the striking weavers, after a consultation with the local managers of the company, it being understood that no discrimination was to be shown, but that the striking employees would be employed as rapidly as possible. So far as could be ascertained no other concession was asked or granted; the weavers returned to work under the same conditions as existed when the strike was inaugurated, it was, therefore, unsuccessful in its results to the employees.

On February 6, 1905, ninety Piano Case Makers employed by the Imperial Manufacturing Company at Stamford, struck against the inauguration of a rule concerning working hours, which provided that the hours of labor should be increased from nine to ten per day. Three days' time was consumed in endeavors to reach a settlement and the result justified the means, for the nine-hour per day schedule was readopted and the men returned to their work, having been successful in their demands.

Owing to a misunderstanding concerning the placing of a new foreman in charge, boiler makers and helpers to the number of one hundred and fifty, employed by the New York, New Haven & Hartford Railroad Company at its shops in New Haven, struck work on February 8, 1905. It required but one day's time in which to bring about a settlement. The

placing of the different foremen was made to the satisfaction of the employes and the difficulty was thereby amicably adjusted.

A strike in which seventeen bricklayers employed by the F. M. Ladd Company at New London were involved, occurred on March 4, 1905. So far as the bureau could ascertain the strike was based on the allegation that a sub-contractor employed by the company, was engaged upon certain work contrary to the rules of the Bricklayers union. After eighteen days' time had been lost, the local union declared the strike off upon advice of an officer of the International Union of Bricklayers, thus resulting unsuccessfully for the men.

Regarding this grievance the State Board of Mediation and Arbitration has this to say in its 1905 report:

"A strike of masons and bricklayers in New London having been reported, one of the Board visited that place March 20th, 1905, and obtained an interview with Mr. F. M. Ladd, whose statement of the origin of the difficulty was as follows:

The grievance on account of which the men struck was the alleged employment by Mr. Ladd of a workman who was not a member of the union. This man was a sub-contractor and the work performed was on his own contract, and under such conditions was not in violation of the agreement of Mr. Ladd with the union. Upon receiving this information the representatives of the union who had called upon Mr. Ladd with reference to the matter, asked to see the contract, and upon his refusal to comply with this request, the strike was declared.

"It thus became," said Mr. Ladd, "a question of my veracity," it being evident that the men did not believe his statement concerning the contract.

The Builders' Association in New London then took action and demanded of the union that the men in Mr. Ladd's employ return to work under penalty of a general lockout.

The men did not return, the lockout followed, and building operations in New London were at a standstill. The union then called in the services of the higher officials of its order and Mr. Geo. T. Thornton, 2d vice-president of the International Union of Masons and Bricklayers came to New London to investigate the situation. Acting upon his advice the local union declared the strike off, but employers were desirous of obtain-

ing some guarantee against a recurrence of similar troubles before resuming operations, and a conference for that purpose was to be held between the parties that evening.

At this and other conferences the subject matter was canvassed until an agreement was reached to govern the relations of the parties for the term of two years. The agreement is as follows:

"SECTION 1. No question of mutual concern shall be acted upon by either party, but shall be decided as hereinafter specified.

SEC. 2. That the parties to the instrument will not order or sanction a strike or lockout under any circumstances.

SEC. 3. For the purpose of establishing a method of peacefully settling all questions that may arise, the parties hereto jointly agree that any difference that may arise shall be referred for settlement to the joint committee on arbitration, which committee shall consist of three (3) representatives from each body and that the findings of said committee shall be final and binding upon both organizations.

SEC. 4. In case this committee is unable to agree, each side shall select two (2) more, which shall be acceptable to the other side, and these four (4) to select a fifth, and the decision of this enlarged committee shall be final and binding to both parties.

SEC. 5. The minimum rate of wages shall be \$3.75 per day.

SEC. 6. Eight (8) hours shall constitute a day's work.

Working hours shall be from 8 a. m. to 12 m., and from 1 p. m. to 5 p. m. from the months beginning March 1st to November 1st. From November 1st to March 1st it shall be optional to begin work at 12:30 p. m. and stop work at 4:30 p. m.

SEC. 7. All overtime shall be paid for at double rate.

Over-time means all time between 5 p. m. on Saturday and 8 a. m. on Monday; also all time between 5 p. m. and 8 a. m. on other days; and on the following holidays—Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

SEC. 8. That this agreement shall be binding for a period of two (2) years, and a three (3) months' notice of any change be given by either side."

In communicating the fact of this agreement under date of April 4th, Mr. Ladd writes: 'We shall aim in the future to keep the men at work, and try to settle all our troubles with other unions the same as with this.'

On March 8, 1905, forty-five weavers employed by the Totokett Mills at Occum, in the town of Norwich, struck work. The alleged cause was a grievance on account of the imposition by the employers of fines for the delivery of work considered defective. After five days' idleness the men returned to work under former conditions.

On March 13, 1905, seventy-five bricklayers and plasterers employed by various building contractors at New London, became involved in a difficulty which partook somewhat of the

nature of a lockout. It might be termed a resultant effect of the difficulty chronicled in a preceding paragraph dated March 8, 1905.

Numerous conferences were held between the interested parties and nineteen days' time elapsed when the agreement was reached, which is referred to on page 94, the effect of this agreement being to increase the wage rate from \$3.50 to \$3.75 per day.

A strike which resulted unsuccessfully in its incipency for those involved occurred at Gildersleeve in the town of Portland, on April 1, 1905. It was revealed, upon investigation, that about twenty-five metal workers in the employ of the Ideal Manufacturing Company, insisted upon the reinstatement of a discharged foreman. This the employers refused to do and the strike resulted. The dissatisfied employes remained about the vicinity in idleness for six days, other men were employed in their places and they departed for other localities.

A strike in which twenty-eight cloth hat and cap makers in New Haven were involved was declared on April 3, 1905. The underlying cause of the difficulty was the refusal of the employing hat and cap manufacturers to renew an agreement which had expired and which provided that work should be given the employes during the entire year. After six days' idleness the employers signed the agreement which is to remain in force till April 10, 1906.

On April 3, 1905, some sixty-three drillers and laborers employed by Henry Gardiner at his Millstone Quarries in the town of Waterford made demand upon him for an increased wage rate and for a reduction from ten to nine hours in the schedule of daily hours of labor. No definite information could be secured by the bureau as to the ultimate settlement, yet it was ascertained that the major portion of the number "on strike" secured work elsewhere and others returned to work under former conditions. The strike, therefore, was a failure and no authentic statement could be secured as to the amount of time lost because of the controversy.

Journeymen Plumbers to the number of forty in the town of Danbury went "on strike" on April 3, 1905, the given basic

reason being a demand for the adoption by the employing master plumbers of the eight-hour work-day. No question of wage rate or other conditions of work were involved, except that with the reduced time, the wage rate was to remain the same as with the prevailing nine-hour day.

Negotiations for an amicable adjustment of the difficulty were carried on for about two weeks, frequent meetings of those of opposing interests being held. Eleven days' time was lost before a settlement was reached, when, at a conference held by committees representing the journeymen's union and the Master Plumbers Association, it was agreed to that the journeymen plumbers return to work under the nine-hour schedule, the eight-hour work-day to be adopted November 15, 1905. This was obviously a success for the striking plumbers, they receiving the concession for which they contended, although not taking effect immediately.

On April 11, 1905, forty-four of the female employees of the Union Metallic Cartridge Company at Bridgeport, engaged as inspectors, struck for an increase in wages from \$7.00 to \$8.00 per week. The strike was of five days' duration and resulted unsuccessfully for the dissatisfied employees, other persons being employed to take their places.

On April 12, 1905, a strike occurred in the brickyards at Berlin and New Britain affecting nine plants engaged in that industry, about four hundred men being involved. The real demand of the striking employees was for a reduction in the daily hours of labor and for an increased wage rate, supplemented by the following schedule of rates:

Ten hours to constitute a day's work for the day workers.

To board wherever they see fit and those who board at the yard boarding houses not to be compelled to pay extra board when they work overtime.

When a man is discharged or wishes to leave his job he shall get his full pay.

To make the same number of brick per day as last year (1904) which was 46,800.

All men discharged since the strike began to be put back to work at their old positions.

The scale of wages as set forth in the demands of the men is here given:

	Per day
Brick setters	\$2.50
Moulders	2.50
Rug shovels	2.50
Burnt brick handlers	2.00 and up
Brick wheelers	1.80
Dumpers	1.77
Pallett workers	1.77
Truckers	1.65
Clay shovelers	1.62
Mould sanders	1.62
Teamsters	1.58
Pallet boy	1.30

Extra men and sand boys to make their own prices.

Seven days were spent in negotiations between the parties to the controversy, resulting in a settlement which was, in part, successful for the employes, an increase in wages, it was said, to the amount of two dollars per month being granted by the employing manufacturers.

For the purpose of securing the adoption of a minimum wage rate of \$2.50 per day, seventy-four journeymen painters, employed by various firms in Norwich, struck work on April 17, 1905. From information received, it appears that the employing painters had been notified early in the year that an increase in the minimum wage rate from \$2.25 to \$2.50 per day was desired. It was also ascertained that the Master Builders' Association, which included in its membership the employing painters, had refused the demand for this increase, which was made on April 11th. Seven days' time was consumed in efforts to bring about a settlement, when a conference was held, the result of which was that it was agreed that the men should return to work at once, that the minimum wage should be \$2.50 per day, that the apprenticeship system should be established for the purpose of creating a better class of workmen, and that an agreement similar to the Carpenters and Builders association should be signed. Obviously the men were successful in their contention.

On April 17, 1905, twenty-five carpenters in the employ of building contractors at Branford, struck work, demanding the concession that eight hours should constitute a day's work. Although three days' time was lost by reason of the contention, the men were successful, the eight-hour work-day being adopted under an agreement with the employers for one year.

On April 28, 1905, a strike of one day's duration took place at the brick-making establishment conducted by J. H. Holmes at Berlin. The men demanded a reduction in the hours of labor to ten per day. Upon the refusal of their employer to accede to their demand, the strike was inaugurated, but was settled the following day, the men returning to their work under former conditions.

A strike which remained in an unsettled state at the time of the close of this report was inaugurated in Bridgeport on May 1, 1905, by twenty journeymen bakers in that city. The basic cause of the controversy was the refusal of the employing master bakers to renew an agreement which had expired. No concessions were given by either party, and as above written, no settlement was reached.

On May 1, 1905, some 200 hod-carriers, employed by certain building contractors in New Haven, struck work, thereby affecting 250 other employees. The men demanded an increased wage rate from twenty-five to thirty cents per hour, which was refused by the employers. The strike resulted in a partial success for the employees. After eight days' idleness, an increase of two and one-half cents per hour was conceded by the employers. The termination of the controversy was brought about at a conference held by representatives of both employers and employees.

A difficulty similar to that described above took place in New Britain on the same date, in which seventy hod-carriers, affecting sixty other workmen, struck work, demanding an increase in the wage rate from twenty-eight to thirty cents per hour. Five days' time only was lost when a settlement was reached after a conference between several contracting builders and representatives of the Bricklayers and Mason-tenders union, at which it was agreed that the men should return to

their work under the existing scale of twenty-eight cents per hour till July 1, 1905, when the thirty-cent per hour scale would be adopted. Thus the strike resulted in a partial success for the workmen.

On May 1, 1905, thirty-six bricklayers, involving a total number of employes of seventy-five, struck work, demanding an increase in the prevailing wage rate of \$3.50 per day to \$4.00 per day of eight hours. After six days' idleness a compromise was effected whereby the men returned to their work at \$3.75 per day of eight hours. It was affirmed that the above agreement was to remain in force for the term of two years.

On May 29, 1905, thirty carpenters employed by George C. Tilyou on work at Steeplechase Island, near Bridgeport, were ordered out by the business agent of the Carpenters union, for the alleged reason that the agent was not permitted to inspect the work under construction by members of the union. A total number of seventy men were affected, the time lost because of the difficulty could not be computed for the reason that the men secured work elsewhere, others being employed in their places.

On June 3, 1905, fourteen carpenters employed by Orson F. Curtis at New Britain, struck work because of the refusal of their employer to recognize the union and to renew a former agreement. The strike was of but two days' duration, and was satisfactorily adjusted at a conference between the contractor and the executive board of the Carpenters union.

What took on the appearance of a "sympathetic strike" occurred at Saugatuck, in the town of Westport, on June 29, 1905. Twenty-five men were involved, they being employed as bridge and structural iron workers by the Pennsylvania Steel Company on the construction of the Saugatuck bridge on the line of the New York, New Haven & Hartford Railroad Company. The trouble was reported to be due to the fact that the company had in its employ non-union men on contracts in another state. The strike was of thirty-five days' duration, at the expiration of which time the men returned to work pending a settlement by arbitration.

A strike which remains unsettled at the time this report closed took place at Bridgeport on July 26, 1905, in which

seventy-five journeymen plumbers, steam and gas fitters were involved. The basic cause of the difficulty was the demands of the journeymen, which, briefly, were as follows: An increase in the wage rate from \$3.00 to \$3.50 per day, Saturday half-holiday during the summer months, without pay, no more apprentices to be taken on during the term of the new agreement. As a result of the failure to affect a satisfactory agreement, eighty-four days' time was lost up to the date of the close of this report and the strike was still pending at that time.

Another strike which remained in a similar condition as chronicled above, occurred at New Haven on July 28, 1905. The parties to the controversy were the American Iron Bridge Company and sixty bridge and structural iron workers employed by it. The contention made by the men was that their employers were sub-letting contracts to firms employing non-union labor. The computed lost time was eighty-one days, no settlement having been reached.

On account of the refusal by contracting builders to accede to their demand for an increase in wage rate, sixty-nine sheet metal workers struck work at Bridgeport on August 1, 1905. The controversy remains unsettled at the time of the close of this report, seventy-nine days' time having been lost.

Twenty-four men employed as drop-forgers by the D. & H. Scovil Company at Higganum, in the town of Haddam, made a demand for an increase in the wage rate on August 9, 1905. Upon refusal of the employers to accede to their requirements the men continued in idleness for ten days, when they returned to their employment under former conditions having failed to secure the concession which they demanded.

A strike of minor significance, in which seven linemen employed by the S. N. E. Telephone Company, upon construction work at South Manchester in the town of Manchester, were involved, occurred on August 11, 1905. It was ascertained that objections were made by the men to the employment of a certain individual as foreman. After three days of idleness the matter was satisfactorily explained and the dissatisfied workmen returned to their employment.

On August 11, 1905, eight journeymen painters in the employ of J. P. Ennis at Hartford, were ordered out on strike by

the agent of the Painters and Decorators union. The given reason for this action was that a non-union painter was engaged on the same building with those who were union men, contrary to the rules of the organization. Three days' time was lost when the men returned to work unconditionally.

Because of a refusal on the part of the S. N. E. Telephone Company to accede to a demand for an increase of twenty-five cents per day in wage rate and the adoption of a nine-hour per day schedule, forty-four of its employes engaged as laborers at Hartford struck work on August 21, 1905. Efforts to adjust the difficulty were unavailing and after two days' idleness the men returned to their work under former conditions.

Because of the refusal of the New Haven Iron and Steel Company at New Haven to grant the demand of a portion of its employes for an increase of ten per cent. in the prevailing wage rate, thirty-eight employes struck work on September 8, 1905. Other departments of the mill were not affected and the propositions of the employes were submitted to the officials of the company at its headquarters in Philadelphia. Ultimately, the men returned to work as before, having lost fourteen days' time and the strike as well.

On September 8, 1905, a strike of compositors at New London, which was the precursor of others which followed, that affected the printing trades generally throughout the state took place. There were seven journeyman printers involved, employed in various plants, the underlying cause of the difficulty being the demand made by the men for the adoption of the eight-hour work-day. Forty-five days had elapsed at the time of the close of this report and no settlement had been reached, efforts to that end proving of no avail.

One day only was lost by the seventy laborers employed by the J. J. O'Brien Construction Company at Stamford, in their efforts in securing more frequent payment of their wages. It was ascertained that it had been customary for the employers to make wage payments each month. The men demanded that the bi-weekly method of wage-payments be adopted. The men were successful as the firm acceded to their demands after one day as stated above.

On September 13, 1905, ten employes of the Windham Silk Company at Willimantic in the town of Windham struck work. The striking employes were engaged as "quillers" and the claim was made by them that their work had been increased with no corresponding increase in compensation. It may be said that they were successful in their demands, as, after one day's idleness, a conference was held and the "quillers" were allowed extra help, thus equalizing the work.

A strike of considerable magnitude took place in New Haven on September 14, 1905. The real cause of the controversy was the demand on the part of the journeymen printers that all employers adopt the eight-hour work-day. In this instance fifty-nine men were involved, they being the employes of the various job and commercial printing establishments in the city. No settlement had been reached at the time of the close of this report, forty-one days having elapsed.

A similar difficulty to that described above took place at Hartford on September 15, 1905, ninety-eight journeyman printers being involved, divided among the various printing houses. The same contention as above recorded was made here, and the same conditions obtain. Forty days' time had been lost at the time this report closed with no result.

A controversy, which was satisfactorily adjusted after ten days' time had been lost, existed at Bridgeport on September 15, 1905. It was, in effect, a sympathetic strike, it being ascertained that twenty-four journeymen carpenters, employed by Charles C. Bjorklund, a contractor, struck work because of the employment of non-union plumbers upon certain jobs. After the expiration of the period mentioned above, members of the Plumbers union withdrew the request for sympathetic support and the striking carpenters returned to work.

On September 18, 1905, fifteen weavers employed by the Pequot Mills, at Montville, struck work, objecting to a proposed reduction in wage rate. Eight days' time was consumed in efforts to bring about a satisfactory adjustment to no avail. The strike resulted in failure, the men seeking work elsewhere and others hired to fill their places.

By reason of the refusal of their employers to consent to the adoption of the eight-hour work-day, fifteen compositors employed in the printing office of the Stamford Advocate at Stamford, struck work on September 18, 1905. The computed lost time was thirty-six days and the result of the strike was unsuccessful.

On September 20, 1905, thirty carpenters employed by the S. W. Hubbell Building Company, at Bridgeport, objecting to the employment of a non-union plumber by their employer, struck work. The strike resulted in failure; the men secured work elsewhere, two days' time having been lost.

A strike which resulted in failure was inaugurated in Bristol on October 3, 1905. The controversy affected forty-five bricklayers and helpers employed by Contractor F. W. Linstead, the contention of the men being for the reinstatement of certain discharged employes and against the custom of furnishing material to contractors employing non-union labor. Twelve days' time was lost when the men returned to work under former conditions.

On October 5, 1905, some 150 journeymen tailors employed by various merchant tailors in New Haven, struck work. The demands of the striking employes embodied a ten per cent. increase in wages and in the agreement which they submitted for the signatures of their employers, they also asked for the recognition of the union and made provision for the arbitration of all troubles that might arise between the employed and the employer. They asked that when any difference should arise, three men from the master tailors and the same number from the union be appointed as an arbitration board. The decision of this board to be binding upon all concerned. The strike was in progress six days, the men deciding to return to their employment under the conditions that their union be recognized. They waived all claims to the ten per cent. increase in wages originally demanded. The matter was finally settled by a conference between the parties at interest and resulted in a partial success as above outlined.

On October 16, 1905, a strike of considerable magnitude was inaugurated at Hartford. Investigation disclosed the infor-

mation that the journeymen plumbers made a demand upon their employers for an increase in the daily wage rate, from \$3.00 to \$3.50 per day. Although there were originally 104 men involved, fourteen secured employment elsewhere, thus leaving ninety persons actually affected.

The strike resulted successfully after a period of fifty-one days had elapsed, the settlement being effected at a conference held between a committee representing the journeymen plumbers union and representatives of the Master Plumbers Association.

The tabulated statement is here shown, following which will be found a description, in detail, of the early organizations of printers in the United States.

STRIKES AND

Date.	Employees.	Employers.	Location.
1904.			
Nov. 1..	Structural Iron Workers.....	American Bridge Co.....	Greenwich (Cos Cob)..<
Dec. 2..	Plating-room employes.....	Eagle Lock Co.....	Plymouth (Terryville)..<
" 11	Journeymer Bakers.....	S. R. Adams.....	Bridgeport...
1905. Jan. 21..	Weavers.....	The Specialty Weaving Co.....	Huntington (Shelton)..<
Feb. 6..	Piano Case Makers.....	Imperial Manufacturing Co.....	Stamford.....
" 8..	Boiler Makers.....	New York, New Haven & Hart- for Railroad Co.....	New Haven...
Mar. 4..	Bricklayers.....	F. M. Ladd Co.....	New London..
" 8..	Weavers	Totokett Mills.....	Norwich (Occum)...
" 12..	Bricklayers and Plasterers.....	Employing Contractors.....	New London..
April 1..	Metal Workers.....	Ideal Manufacturing Co.....	Portland (Gildersleeve)
" 3..	Cap Makers.....	Employing Cap Manufacturers..	New Haven...
" 3..	Drillers and Laborers (Quarry- men).....	Henry Gardiner.....	Waterford (Millstone)..<
" 3..	Journeyman Plumbers.....	Employing Master Plumbers...	Danbury.....
" 11..	Cartridge Inspectors.....	Union Metallic Cartridge Co....	Bridgeport...
" 12..	Brickmakers.....	Employing Brick Manufacturers	Berlin and New Britain..
" 17..	Journeyman Painters.....	Master Builders Association....	Norwich
" 17..	Journeyman Carpenters.....	Contracting Builders.....	Branford.....
" 28..	Brickmakers.....	J. H. Holmes.....	New Britain..
May 1..	Journeyman Bakers.....	Master Bakers.....	Bridgeport...
" 1..	Hod Carriers.....	Master Builders.....	New Haven...
" 1..	Hod Carriers.....	Master Builders.....	New Britain..
" 1..	Bricklayers.....	Master Builders.....	Norwich
" 29..	Journeyman Carpenters.....	George C. Tillyou.....	Bridgeport...
June 3..	Journeyman Carpenters.....	Orson F. Curtis.....	New Britain..
" 19..	Structural Iron Workers.....	Pennsylvania Steel Co.....	Westport (Saugatuck)..

LOCKOUTS

No. involved.	Duration.	Cause of Difficulty.	Result.
18	9 days	Demand for increase in wage rate and shorter working day.....	Partially successful
35	2 "	Demand for increase in wage rate	Unsuccessful
11	18 "	Demand for compensation for overtime.....	Unsuccessful
46	97 "	Sympathy with locked out employes of same company in New York City	Unsuccessful
90	3 "	Objection to increase in hours of labor.....	Successful
150	1 day	Misunderstanding concerning employment of foreman.....	Amicably adjusted
17	18 days	Alleged employment of non-union man	Unsuccessful
45	5 "	Objection to imposition of fines for imperfect work	Unsuccessful
75	19 "	Disagreement bet. employers and employes...	Amicably adjusted
25	6 "	Demand for reinstatement of discharged foreman.....	Unsuccessful
28	6 "	Demand for renewal of agreement	Successful
68	.....	Demand for shorter work-day and increase in wage rate.....	Unsuccessful
40	11 days	Demand for shorter work-day.....	Successful
44	5 "	Demand for increase in wage rate	Unsuccessful
400	7 "	Demand for a shorter work-day and increase in wage rate.....	Partially successful
74	7 "	Demand for increase in wage rate.....	Successful
25	3 "	Demand for shorter work-day.....	Successful
40	1 day	Demand for shorter work-day.....	Unsuccessful
20	156 days	Demand for renewal of former agreement.....	Unsettled
450	3 "	Demand for increase in wage rate.....	Partially successful
130	5 "	Demand for increase in wage rate.....	Successful
75	6 "	Demand for increase in wage rate.....	Partially successful
70	.....	Alleged refusal of employer to permit inspection by agent of union.....	Unsuccessful
14	2 days	Demand for recognition of Carpenters' Union and renewal of wage agreement.....	Successful
25	85 "	Objection to employment of non-union men at the Steelton (Pa.) plant of the company.....	Settlement pending

STRIKES AND

Date.	Employees.	Employers.	Location.
1906.			
July 26..	Plumbers, Gas and Steam Fitters.....	Master Plumbers.....	Bridgeport....
" 29..	Bridge and Structural Iron Workers.....	American Bridge Co.....	New Haven...
Aug. 1..	Sheet Metal Workers.....	Building Contractors.....	Bridgeport....
" 9..	Drop Forgers.....	D. & H. Scovill.....	Haddam (Higganum)
" 11..	Linemen.....	S. N. E. Telephone Co.....	Manchester... (S. Manch'r)
" 11..	Journeymen Painters.....	J. P. Ennis.....	Hartford.....
" 21..	Laborers.....	S. N. E. Telephone Co.....	Hartford.....
Sept. 8..	Steel Workers.....	New Haven Iron and Steel Co...	New Haven...
" 8..	Compositors.....	Employing Printers.....	New London..
" 11..	Laborers.....	J. J. O'Brien Construction Co...	Seymour.....
" 13..	Silk Quillers.....	Windham Silk Co.....	Windham..... (Willimantic)
" 14..	Compositors.....	Employing Printers.....	New Haven...
" 15..	Compositors.....	Employing Printers.....	Hartford.....
" 15..	Carpenters.....	Charles C. Bjorklund.....	Bridgeport....
" 18..	Weavers.....	Pequot Mills.....	Montville.....
" 18..	Compositors.....	Stamford <i>Advocate</i>	Stamford.....
" 20..	Carpenters.....	S. W. Hubbell Building Co.....	Bridgeport....
Oct. 3..	Bricklayers.....	F. W. Linstead.....	Bristol.....
" 5..	Journeymen Tailors.....	Merchant Tailors.....	New Haven...
" 16..	Journeymen Plumbers.....	Employing Master Plumbers....	Hartford.....

LOCKOUTS.

No. involved.	Duration.	Cause of Difficulty.	Result.
75	84 days	Demand for increase in wage rate.....	Unsettled
80	81 "	Objection to the letting of contracts to firm or corporation employing non-union labor....	Unsettled
69	79 "	Demand for increase in wage rate.....	Unsettled
34	10 "	Demand for increase in wage rate.....	Unsuccessful
7	8 "	Objection to employment of a certain foreman.	Unsuccessful
8	8 "	Objection to the employment of non-union man on same building.....	Unsuccessful
44	2 "	Demand for shorter work-day and increase in wage rate.....	Unsuccessful
38	14 "	Demand for increase in wage rate.....	Unsuccessful
7	45 "	Demand for shorter work-day.....	Unsettled
70	1 day	Demand for more frequent payment of wages.	Successful
10	1 "	Objection to increased labor without increase in compensation.....	Successful
59	41 days	Demand for the adoption of eight-hour work-day.....	Unsettled
98	40 "	Demand for eight-hour work-day.....	Unsettled
24	10 "	Sympathy with striking plumbers.....	Satisfactorily adjusted
15	8 "	Objection to reduction in wage rate.....	Unsuccessful
15	36 "	Demand for eight-hour work-day.....	Unsuccessful
28	2 "	Objection to employment of non-union man...	Unsuccessful
45	12 "	Demand for reinstatement of discharged employees, and objection to employer furnishing material to contractor employing non-union men.....	Unsuccessful
150	6 "	Demand for increase in wage rate and recognition of union.....	Partially successful
90	51 "	Demand for increase in wage rate.....	Successful

EARLY ORGANIZATIONS OF PRINTERS.

The following documentary history of the early organizations of printers is taken from the bulletin of the United States Bureau of Labor. The authorship of the treatise is accredited to Mr. Ethelbert Stewart who, in his introduction to the subject, says that:

"Acknowledgements are due to Mr. R. H. Cressingham, of New York, for the loan of valuable material in connection with the New York Typographical Society of 1809; to the officials of the Library of Congress for many courtesies; to the officers of the International Typographical Union; to Mr. James C. Britton, of the Bureau of Labor, and to the officers of the Washington Typographical Union."

The conditions of the printing trades in Connecticut at this time seems to warrant the reproduction here of the statistical details, gathered and compiled under the supervision of so able a historian and writer as Mr. Stewart. With a view to economy in space, however, it is deemed wise to eliminate such portions as appear to be cumulative, including material concerning original articles of association, constitutions and by-laws, rules, etc. In many instances these regulations bear close relations to each other and the historical matter is of more material interest.

That a number of disconnected typographical societies existed in various parts of the United States prior to the formation of the unions as now constituted, while not perhaps generally known, will not be new to students of the history of labor organizations. The references to these early organizations are usually hazy, containing no more than a mere statement that they existed at certain dates, with no evidence offered of the truth of even these statements. In this article it is believed the first attempt is made to be specific in the information presented about these early organizations. In this respect, at least, the article represents pioneer work in its field, not only in the reproduction of documents, but in the resort to minute books of these societies, as a source of information about other kindred societies. Thus the transcription of circular letters from other societies, upon the records of the Columbia Society, or the New York or Philadelphia societies, has furnished documen-

tary proof of the existence of many printers' organizations nowhere else referred to. So far as the documents could tell the story little else has been said. Such explanation as seemed absolutely necessary to an understanding of the documents, as, for instance, the changing of industrial conditions which prompted the intense feeling against the professional editor or publisher who was not at the same time a "practical printer" has been given briefly in notes; while the effect of the great employ-yourself movement socialism of 1830 to 1850, so apparent in the radicalism of the documents of that period, is briefly referred to in the text.

Because of the conviction, that in dealing with the affairs of a generation other than our own the best way to tell the workman's story is to let him tell it himself, no attempt to preserve literary style or unity has been made. In fact, literary quality has been consciously sacrificed to include as many extracts from documents or minute books as possible, to the end that the workman himself should have the floor.

No attempt has been made to present a consecutive sociological study. It has seemed more in consonance with the work of the Bureau to present the raw material for an economic study of early printers' organizations, rather than to make such study.

No reference is had to statements in any of the general histories of the organized movements of American workmen, hitherto published as such. Not because such histories were not consulted, or are not valued, but because the restricted purpose of this article was to be confined exclusively to the documents of the early organizations, and all temptations have had to be resisted which would have carried the article beyond a strict conformity to the title—"A Documentary History." There is here no pretense to completeness. Effort was made to locate as many as possible of the old constitutions, private lists, and minute books, and copy or examine them. No thorough canvass was made or attempted. It is doubtful, however, if anything missed would bring up any new problem or condition not touched upon in some of the documents found. The period covered by actual documents is from 1786 to 1853, the price lists extending to 1866. North, South, East, and West are represented, not equally, it is true, but sufficiently to make it more than probable that all the problems of the printers in the early days are at least referred to. The original purpose of limiting the article to the period prior to the formation of the National Union in 1852 has been deviated from only to include a few organizations that were outside the sphere of influence of the National Union. Histories of the National Union and

its successor, the International, are easily accessible, and intrusions here have been studiously avoided, except when in footnotes it has seemed necessary to follow a subject to its final disposition; as, for instance, the woman compositor question and the uniform wage scale. The Cincinnati wage scale for 1853 was included because it represented a section of the country not distinctively covered by earlier documents. . . .

Not only are the economic reasons for some of the things done by the unions (as limitation of apprentices) to be found in a study of their history; but the gradual transformation of sentiments into customs, and the evolution of trade interests into "union principles," goes on so gradually before our eyes in these minute books that we can understand them better.

In the early constitutions and minutes of these organizations will be frequently found stated in terms those "union principles" which have since become a part of the subconscious thought life of the "union man," and no longer printed or stated, because nobody in the union supposes it necessary to state basic principles. Just as no man in introducing his wife specifies that a legal marriage ceremony has been performed, or in talking about his children stops to explain that they were born in honorable wedlock; and the man who asks for an explanation or a verification of these taken-for-granted and socially fundamental assumptions, unless he represents some semi-savage tribe where such status is not indubitable, is simply inviting trouble for himself. So much of this unrevealed ultimate principle exists; so much depends upon an understanding of this submerged or subconscious, and to the trade unionist axiomatic, hence never expressed thought life, that students of organizations coming from a different mental atmosphere often fail to find in unions that which is the reason for their existence—the soul of purpose by which they live.

These "fundamental principles of trade unionism" are often the codified experiences of former generations under industrial conditions that no longer exist, and can not now be understood by a mind not inheriting an intuitive perception of them, except by a study of the early organizations in which they were formulated and of the conditions which suggested them. Of no other institution is it more true than of trade unions that they can only be read in the present by the light of the past.

BEGINNINGS, 1786 TO 1830.

Whatever of associated effort there was among printers prior to 1795 was temporary, having a single purpose, and when this was accomplished the compact was dissolved. It was the custom in all trades to call a "general meeting" of the trade

whenever a matter of importance to all presented itself. Such calls were signed by one or two men of recognized influence in the trade. These meetings, usually held in private homes, were organized by the election of officers, a statement was made of the purpose in calling the trade together, and after discussion resolutions were adopted embodying the views of those present upon the question presented. When the meeting had decided what the attitude of the trade was to be, all those present, if willing to do so, signed an agreement to stand by each other during the difficulty. Committees were appointed, and frequent meetings were held during the trouble, especially if it proved to be a strike and of some duration, thus creating the impression that a permanent association of journeymen had been formed. It is certain that some of the strikes in colonial times were undertaken with no more of an organization than this, and while there is nothing inherently improbable about the existence of permanent unions in colonial times, since they had been in existence in England and Europe for many generations before, yet we should be cautious about concluding from such a statement as "The journeymen bakers of New York went on strike in 1741," that therefore there was an organization, other than a temporary understanding, among them.

The first, probably, of such understandings among journeymen printers was in New York City in 1776, when a demand for an increase of wages was made by them and refused by their employers, with the result that a strike was called, which, proving successful, the association ceased. Again, in Philadelphia in 1786 an attempt by the employers to reduce wages to \$5.83 $\frac{1}{3}$ a week was made the occasion for calling the trade together. The statement issued by the printers at this meeting has fortunately been preserved and was as follows:

At a meeting of journeymen printers of Philadelphia held at the house of Henry Myers on Wednesday evening, the 31st ultimo, the following resolutions were unanimously entered into and ordered transcribed for publication. In consequence of an attempt having been made by some of our employers to reduce our wages to 35 shillings per week:

Resolved, That we, the subscribers, will not engage to work for any printing establishment in this city or county under the sum of \$6 per week.

Resolved, That we will support such of our brethren as shall be thrown out of employment on account of their refusing to work for less than \$6 per week.

PHILADELPHIA, June 7, 1786.

This document is signed by 26 printers, probably comprising a majority of the competent men in the city at that time. There are indications that this struggle lasted for some time, but none whatever that the organization of printers had any purpose beyond the immediate one of resisting that reduction of wages, or any existence after this single purpose was accomplished. The document is important, however, as showing that the sentiment of supporting each other in time of a strike, out of which the union strike-benefit fund grew, existed among printers long before unions as such were formed.

In 1795 an organization was formed in New York City known as "The Typographical Society," comprising in its membership most of those working at the trade at that time. It was the first known society devoting its energies to trade conditions and wage scales that existed for any appreciable length of time.* So far as known it was the first society not called into existence by an immediate exigency of the trade, and ceasing to exist when that exigency was removed. The Typographical Society of 1795 lived two and one-half years, or until far into 1797, and succeeded in securing an increase of wages to \$1 per day for New York City printers.

*The "Company of Printers of Philadelphia," organized in 1794, was an association of employers and job printers, not of journeymen, as is so often stated. While it is not the purpose of this article to go into the question of employers' associations, yet this one of 1794 is so frequently referred to as a labor organization, its constitution being listed in a very recent bibliography of trade-union publications as such, that it seems advisable to settle the matter definitely by reproducing the document, a copy of which is preserved in the Library of Congress. It will be noted that article 14 provides that the company shall "regulate the prices at which its members shall execute printing work, determine the terms of employing journeymen, fix penalties for the violation of their regulations," etc., and is signed by 9 individuals and firms, among them some who were of more than local importance as printers and publishers. See Bishop's History of American Manufactures, Vol. 1). The term "printer" was applied only to employers in the earlier times, and, later, to both employers and journeymen.

Aside from the historical value of the document itself and the importance of eliminating it from the literature of trade unionism, it is submitted as one of the few constitutions extant of a form of association known as "companies," which formed a link between the merchant guilds of the late Middle Ages and the employers' associations of to-day. The document follows:

CONSTITUTION OF THE COMPANY OF PRINTERS OF PHILADELPHIA, 1794.

Assured that the interests of every profession depend, in a high degree, on the union and co-operation of its members; impressed with the necessity of associating for the purpose of securing those advantages which are at present attached to the printing business, as well as for the purpose of extending them; and persuaded that such association

In 1799 the Franklin Typographical Society of Journeymen Printers, of New York, was organized. Mr. David Bruce, the famous type founder, was its first president. This society formulated the first complete wage scale ever adopted by the printers of New York City, and went on strike for its enforcement. No copy of this scale has been preserved. It demanded 25 cents per 1,000 ems and not less than \$7 per week in book and job offices, and \$8 per week on newspapers. None of its records and no copy of its constitution could be found, but from contemporary newspaper files it is learned that the "Franklin Typographical Society assembled at the house of Mr. P. Be canon, No. 87 Fair street, to celebrate the twenty-sixth anniversary of American Independence July 4, 1801."

The Daily Advertiser, of New York, in its issue of February 4, 1803, printed the following notice:

A regular meeting of the Franklin Typographical Society will be held at their rooms, 63 Stone street, on Saturday evening, February 5, 1803. Members are requested to be punctual in their attendance.

By order of the president:

JOHN COLLINS, *Secretary.*

will conduce to insure the harmony and good fellowship of those by whom it is composed; we, the subscribers, printers of the city of Philadelphia, do hereby constitute ourselves a society, under the name of the Company of Philadelphia Printers.

ARTICLE I.

The company shall be formed of such printers of the city and liberties, as are present at the adoption of this constitution; of such as shall join the company within one month subsequent to said adoption, and of such as shall be hereafter elected in conformity to the third article.

ARTICLE II.

Every person previously to his being considered a member, shall subscribe to the constitution, and by such subscription solemnly engage to comply with the articles thereof, as well as such regulations as may be made under the same.

ARTICLE III.

A printer may become a candidate for admission into this company, either on application by letter or on the nomination of a member; in either case his name shall be submitted to the company, at one regular meeting, and be balloted for at the next regular meeting; should, however, an unanimous voice be expressed for proceeding to an immediate election, all delay shall thereby be suspended. If the votes of two-thirds of the members present be in his favor, he shall be elected a member.

ARTICLE IV.

A member on admission shall pay the sum of \$2 and the sum of \$1 annually afterward during his membership.

It would appear from this that the society had grown too large to meet in the private homes of its members and strong enough to have a hall, or at least rooms of its own.

In its issue of September 19, 1803, the New York Evening Post had the following acknowledgment:

The president of Franklin Typographical Society, of New York, acknowledges the receipt of \$83.50 from the Philadelphia Typographical Society for the relief of such of our members as may be distressed in consequence of the prevailing epidemic.

The minutes of the Philadelphia Society show that at its monthly meeting in June, 1803, "it was voted to contribute \$83.60 to assist the printers in New York City who may be suffering from ravages of the yellow fever."

The Franklin Typographical Society of New York ceased to exist in 1804, but the bill of prices formulated by it remained the standard of wages until September 20, 1809, when the New York Typographical Society, organized early in that year, formulated a new scale.

ARTICLE V.

There shall be four regular meetings in every year, viz., on the second Tuesday of January, April, July, and October, and on such other days as the company shall fix by adjournment, or as shall be fixed by said meetings.

ARTICLE VI.

Six members shall be sufficient to proceed to business.

ARTICLE VII.

There shall be chosen by ballot, on the second Tuesday of January in every year, a president, a secretary, a treasurer, and a committee of three members, who shall be called the committee of inquiry.

ARTICLE VIII.

Should any vacancies occur in said offices, they shall be supplied at the next regular meeting.

ARTICLE IX.

It shall be the duty of the president, or, in his absence, of a chairman, to preside at all meetings; to preserve order among the members; to call a special meeting whenever he sees it expedient; or at the request of three members, to sign orders on the treasurer, whenever the company shall so direct; and in case the members are equally divided on any question to have a casting vote. On the death, resignation, or absence from the city of the president, such of his duties as are necessary to be exercised between the meetings of the company shall devolve on the secretary.

ARTICLE X.

It shall be the duty of the secretary, under the direction of the president or chairman, to keep a fair statement of the proceedings of the company. In the absence of the secretary, a secretary pro tempore shall be chosen.

As further tribute of a documentary character to the work of this society of 1799-1804, may be cited the first paragraph of a letter written August 25, 1809, by the secretary of the New York Typographical Society:

New York, August 25, 1809.

GENTLEMEN: The board of directors of the New York Typographical Society, by a resolution passed the 19th instant, have directed me to inform you that the customary price per token for working super-royal paper is $37\frac{1}{2}$ cents, and 48 tokens (which is supposed to be the number you work per week) at that price would be \$18. The present society, however, have yet no established prices, either for presswork or for composition, but the price which is here mentioned is that which was instituted by a former association in this city, and which we believe is now generally conformed to.

So much space has been given to this organization because to it belongs the credit of formulating the first detailed scale of wages presented to employers in the printing business in the United States, and because, curiously enough, while the earlier

ARTICLE XI.

It shall be the duty of the treasurer to receive such sums of money as shall accrue to the company; to pay the same on the order of the president or chairman, and to keep a fair statement of the funds of the company, subject to the inspection of any member.

ARTICLE XII.

It shall be the duty of the committee of inquiry to obtain all information in their power, respecting the adherence to, or violations of this constitution, and the resolutions adopted in pursuance thereof, by the members of the company; and to obtain information of the state of the printing business in reference to printers not members and to report the same to the company.

ARTICLE XIII.

A motion made shall be addressed to the president, which, when seconded, shall be submitted by the president to the consideration of the company. The question shall then be put, and be decided by a majority of votes.

ARTICLE XIV.

When the company are organized, they shall have the power to regulate the prices at which its members shall execute printing work; to determine the terms of employing journeymen; to fix penalties for the violation of their regulations; and, in general, to adopt such rules as may be considered conducive to the prosperity of the printing business.

ARTICLE XV.

Any member may withdraw from the society by removal from the city; by a relinquishment of the printing business; or by signifying his

society of 1795 is sometimes mentioned by writers, this much more important one of 1799-1804 is not referred to by any of them.

The Philadelphia Typographical Society was organized in 1802, and enjoys the distinction of being the oldest existing organization of the craft. Up to 1831 it existed as both a benevolent and a trade society, as was the rule among the early societies. In 1831 it became a purely benevolent association, and as such exists to-day.

February 22, 1802, this society formulated a list of prices (which is believed to be identical with that of the New York Typographical Society in 1800), and, prefacing it with a neat address to the employers, submitted it for acceptance.* A

disposition thereto at a regular meeting, *Provided*, That, in the last instance, he do not cease to be a member until the next regular meeting: *And also provided*, That on such secession he place in the hands of the treasurer the sum of ten pounds for use of the company; should, however, two-thirds of the members present dispense with the payment of this sum, it shall not be demanded.

ARTICLE XVI.

Any proposition of amendment to this constitution shall be made at a regular meeting, and not be brought to decision until the next regular meeting; previously to which notice shall be given to the members by the secretary, that it is proposed to alter the constitution.

ARTICLE XVII.

A member may be expelled for misconduct by a majority of the company, provided that such expulsion be made at a regular meeting, and that such meeting be not the one at which it is proposed to expel him.

ARTICLE XVIII.

On the adoption of this constitution, the company shall proceed to the choice of officers, who shall hold their appointments until the day fixed upon for the annual election of officers.

Adopted September 11, 1794.

W. YOUNG,
ROBERT COCHRAN,
RICHARD FOLWELL,
SAMUEL H. SMITH,
WILLIAM GIBBONS,
HOFF AND DERRICK,
JACOB JOHNSON,
WILLIAM W. WOODWARD.
MORDECAI JONES.

*The bibliography appended to Sidney and Beatrice Webb's "History of Trade Unionism" in England gives "the scale of prices of the Edinburgh compositors for 1805" as the oldest printers' scale. It may, therefore, develop that this Philadelphia price list is the oldest in the language.

photographic reproduction of the only copy of this price list known to be now in existence is here presented.

Sir,

Philadelphia, February 22, 1802.

THE "Philadelphia Typographical Society," take the liberty to furnish you with their *List of Prices*. We hope that we shall be indulged with at least a candid examination of our demands....we presume you are not unacquainted with many of them. We would wish to be placed on a footing, at least, with mechanics....our wages have, in no instance, kept pace with them. We have the merit of not being the most dissatisfied, and in no one instance of demanding any thing unjust. We have, in the following statement, confined ourselves to what a majority of the employers in this city give. Our object is, to have one uniform price established. In doing this, we shall act as men towards men....no person will leave his employ until he has given a reasonable notice....in return, we expect that your conduct towards us will be equally candid. Indeed, we cherish a hope, that the time is not far distant, when the *employer* and the *employed* will vie with each other, the one, in *allowing* a competent salary, the other, in *deserving* it. Under these impressions we submit the following prices to your decision.

COMPOSITION.		PRESS WORK.	
	<i>Per. Co.</i>		<i>Per. Co.</i>
Per week, not less than	8 00	Per week, not less than	8 00
Every 1000 m's, from Brevier to } English, inclusive	25	All paper below medium, per token	30
Common Rule or Figure work	50	Ditto above medium	37½
		Broadsides, per token	75
		Cards, per pack	12½
		A single pack of cards	30
		All small jobs	30

GEORGE WHITE, *President*.
JOHN CHILDS, *Vice-President*.
WILLIAM LITTLE, *Secretary*.

W. W. Wands, }
E. Conrad, } *Standing*
B. Greaves, } *Committee.*
J. M'Ilvaine, }

J. W. Scott, }
A. Scott, }
P. Denham. }

George Tomlin,
Sam Jones,
Francis Wright,
John Claypole,
Edward Whately,
William F. Lane,
Alexander Belland,
James Winwood,
John Kinley,
Nicholas Keruish,
George Phillips,
Allen Dowell,
James Moore,
Charles Lee,
William Alexander,
Isaac Pomeroy,
Benjamin Richerson

John W. Allen,
Thomas B. Abernethy,
Francis Laidler,
Henry Garson,
Stephen Sewell,
John Whitley,
Silas B. Hand,
Thomas Town,
Samuel Ahernson,
John Pigeon,
William Fairfull,
Thomas Stewart,
John Bernard,
Jacob Barnard,
William Cornely,
Marcella Bente,
Samuel Starr

Joseph Bedford,
George Thompson,
John Dear,
William Carle,
Robert Maxwell,
Patrick Mulligan,
James C. Corvett,
William Hinder,
Thomas Dalton,
John Cooper,
James M'Kibbin,
Arthur Coleridge,
John Alexander,
Hector H. Gibbes,
Andrew Snyder,
John Robinson

The constitution of this society, which was not finally adopted until November 6, 1802, is believed to be the oldest constitution of a labor organization extant in the United States.

While the constitution gives prominence to the sick and funeral benefit features of the organization, as did the early

craft guilds and still earlier burial societies, nevertheless, unlike them, it does not entirely conceal its industrial purposes. The journeymen printers had secured the acceptance by the master printers of their price list of February 22, and under "a desire to consolidate the present good understanding and harmony, which now happily subsists among the brethren of our profession," the constitution of November 6 was adopted. In addition to a sick benefit of \$3 a week and a funeral benefit of \$10, "in every case when a member may be thrown out of employ, by reason of his refusing to take less than the established prices," the board of directors "shall advance, if required, on his own security, in their discretion, such sum per week as will be sufficient to defray his ordinary expenses," and, furthermore, if such person was unable to return the money so loaned, then an assessment should be levied upon the membership to repay the same. To this incipient strike-benefit fund was added an obligation upon the part of at least the officers of the society to use their influence to secure employment for members in preference to non-members, and, above all, membership in the society was conditioned upon having "served an apprenticeship satisfactory to the board of directors." It is impossible to read the minutes of the meetings of these early societies, however, without being convinced that the serious purpose of their existence was not made prominent in their published documents. They had an exoteric and an esoteric side. To the public they pointed out their benevolent features. The real work was done in executive session. However, a great many of their members joined them because of these benevolent features, and thought their mission confined to this, so that there were always two factions, one demanding more and more of trade regulation by the society, the other opposing any interference in trade matters, and constantly urging a further extension of the mutual benefits, from an "alimoner's" point of view.

At its monthly meeting of December, 1802, the society appointed a committee to draft a memorial to Congress praying for an additional duty on all imported European books. April, 1803, it raised the price of composition on daily newspapers to 30 cents per 1,000 ems, placed a charge of 20 cents on each alteration from copy after proofs were corrected, and passed a "lost-time" rule, as follows:

Whenever an employer agrees to pay for lost time it shall be at the rate of 15 cents per hour.

In June, 1803, the society raised the initiation fee to \$2; voted \$83.60 to the printers in New York who were suffering from

yellow fever; then passed the following not at all eleemosynary measure:

Whereas several employers have taken laborers at press-work, and thereby the business has been materially injured: Therefore,

Resolved, That no member of this society shall be permitted to work at presswork with any person who is not regularly bred, bound apprentice till 21 years of age, except under penalty of expulsion.

In 1806 it began expelling members on first offense for working below the scale of prices, and in February, 1807, extended the obligation to all members, theretofore resting upon officers only, to aid members in securing employment in preference to nonmembers by the passage of the following:

Resolved, That if any member of this society who shall procure employment for any person or persons who are not members of this institution in preference, and knowing at the time of the procuring of such employment that there are members of this society then out of actual employment, such member or members so offending shall on conviction be subjected to a fine of \$5, and for second offense be liable to suspension or expulsion, at the discretion of the directors: Provided, nevertheless, That this resolution shall not be construed to the prejudice of members interesting themselves in behalf of strangers in distress or emigrants from Europe.

The year 1807 marks the development by the Typographical Society of Philadelphia of much that has been thought to have originated with modern unionism, such as the demand for the exclusive employment of union men, the monthly "working card," and the adoption of a system very suggestive of the "house of call," or union employment bureau. At the meeting held April 4, 1807, the initiation fee was raised to \$4 and the funeral benefit increased to \$25. After these concessions to the "alimoners" this resolution was passed and a committee appointed in accordance with its terms:

Whereas many illegal practices and abuses hostile to the established regulations of this society, as well as injurious to the interests of each and every industrial member thereof; and whereas, also, the said abuses and illegal practices on the part of the employers are tamely submitted to, and in some instances connived at by the employed, to remedy which and to make such further inquiries as they may deem necessary,

Resolved, That a committee be appointed to inquire into the present state of the art, and whether any and what abuses are practiced, and what regulations it may be expedient on the part of the society to adopt, to check and do away with all such abuses and irregular practices hostile to the interests and well-being of its members, and that the committee report the results of their investigations.

Apparently there is a studied vagueness about this resolution so unusual that one is at a loss to understand it until it is learned from the report of the committee that the resolution is aimed not at members of this society, but at the master printers, who were cutting prices and employing "two-thirders," or persons who not having finished their apprenticeship were willing to work for anything they could get. The report of the committee follows:

In reviewing the present state of the art, it is with considerable regret that we dissent from a very prevalent opinion, which we can not think was even true when it was first formed.

To say that "printing was in a highly flourishing condition," may be well enough applied to themselves by the gang of pettifogging master printers, but the great body of the journeymen and the few respectable master printers know it to be false. The prices received by the master printers six years ago were better for common work than what they receive at present. At that time all common work gave them 64½ cents, whereas at present they only receive 45 cents, and in some cases even less.

The committee are of the opinion, that in order to maintain that harmony which as yet happily exists between the society and the master printers, it would be expedient to hold a conference with them on the subject, and make such regulations in the prices as the nature of the times may require and enable employers in all cases to give the preference, and if possible, never to employ any other than members of this society, or at least men who have served a regular apprenticeship.

September, 1807, the society adopted the following regulation:

Resolved, That cards be printed by the society, to be renewed by the secretary every month, for the benefit of those out of employment, stating that they are not in arrears; and such persons who can not produce the same, on inquiring of a member for a berth, he is prohibited from informing the said person under penalty of \$1 for every such offense.

As yet no journeymen's society had been strong enough to maintain, indeed none had had the temerity to advance any

apprenticeship regulations. There was a customary apprenticeship rule that had come down from the masters' guilds to the effect that a term of six years between the ages of 15 and 21 was necessary to constitute a journeyman. But the old guild conditions were gone, and the new conditions were only forming; neither the conditions nor the workmen's societies were ripe for a definite stand on the regulation of apprenticeship. The Philadelphia society, at its meeting of December, 1808, took such stand as it could on the problem by enacting that no member should teach an apprentice who was not bound before his eighteenth year; the penalty for violation being not only expulsion from the society but notices of such expulsion to be sent to the other societies of printers. This is the first intimation of the exchange of names of objectionable printers, which afterward developed into the "unfair lists," "rat lists," etc.

The regulation as passed reads:

That from and after the 1st day of January, 1809, no person, a member of this society, shall teach or assist in teaching any person in the art of printing who may have arrived at the age of 18 years.

And be it further resolved, That if any member or members of the Philadelphia Typographical Society shall in violation of the rule in that case made and provided, undertake to instruct, or in any manner assist to instruct, in any branch of the art of printing, any irregular person included in the foregoing resolution, such member or members shall, on conviction, be expelled from the society, and notice of such expulsion shall be communicated to the different typographical associations throughout the United States as the president of the board of directors may think proper.

The latter part of this resolution not only marks the beginning of the "unfair list," but raises the question as to what other typographical associations existed in the United States at that time.

So far as can be definitely ascertained, from original records at this late date, there were no other such societies in existence in December, 1808. In "Thomas' History of Printing" it is stated that "The Boston Typographical Society was organized in 1803," without giving any clue to the authority for the statement. In 1809 the Philadelphia society received a communication from the Boston Typographical Society, stating that it had just completed and presented a scale of prices to the employers. The letter gives an impression that the society had been but recently organized, though it does not say so. This

society seems to have been short lived, as another of the same name was organized November 25, 1815, as appears from a letter in the minutes of the New York society. The records of the Boston Typographical Society, after its demise, were placed in the library of the Franklin Typographical Society, of Boston, which was organized in 1822 as a purely beneficial society, admitting to membership both employers and employees, and prevented by its constitution from taking any part in trade matters. This society still exists, but the records of the journeymen's organization have been lost. The latest mention of the Boston Typographical Society is in 1826, when it sent a communication to the Columbian Typographical Society, at Washington, D. C., as shown by the minutes of the latter society. The Faustus Association of Printers was organized in Boston in 1805, but this was an employers' association, to regulate prices of work done for the public. It cannot, therefore, be confidently asserted that there were any societies, outside of Philadelphia, in existence when the Philadelphia society passed its resolution in December, 1808; but it is not improbable that there were such in Boston and Baltimore. The Baltimore Typographical Society is referred to in 1815 as one of the older societies. The date of its organization has not been ascertained, and none of its records could be located. Unfortunately also the present Typographical union of Baltimore, organized in 1831, lost its records in the great fire of February, 1904, just a few months before the collection of data for this article was begun.

The condition of the trade in New York City seems to have deteriorated rapidly after the collapse of the union in 1804. In June, 1809, a coterie of printers met in the private house of Mr. David Reins, 49 Barclay street, to discuss the question of organization. A committee was appointed to draft a constitution and report Saturday evening, July 1. At this meeting the constitution was presented, adopted, and an organization perfected by the election of S. W. Andrews, president, and David Reins, secretary. One of the most active men in the organization of this society known as the New York Typographical Society, was Mr. Samuel Woodworth, author of "The Old Oaken Bucket." All efforts to secure a copy of this constitution for the present article have proved futile. From the start the society took what was at that time a radical stand along trade lines, though embodying in its plan the beneficial features common to all trade societies of the time.

The first efforts of the society were directed toward the education of the journeymen in the purposes of the organization, and inducing them to join. At a meeting held July 29 two members (pressmen working at the office of the American Cit-

izen) reported that when they notified their employer that they could not longer work for less than the customary standard of wages fixed by the scale of 1800, they were both discharged and their places given to "two strangers." A committee was appointed to wait on the "strangers," and later, when this committee reported, a letter was ordered to be sent them which so explicitly states the purpose of the society that it is transcribed in full:

NEW YORK, August 25, 1809.

GENTLEMEN: The board of directors of the New York Typographical Society, by a resolution passed the 19th instant, have directed me to inform you that the customary price per token for working superroyal paper is 37½ cents, and 48 tokens (which is supposed to be the number you work per week) at that price would amount to \$18.

The present society, however, have yet no established prices, either for presswork or for composition; but the price which is here mentioned is that which was instituted by a former association in this city, and which we believe is now generally conformed to. [This was the society of 1799-1804.]

The board of directors, however, actuated only by motives of interest for the profession, have also directed me to inform you that, having expressed your determination to use all honorable means to increase the wages, both of compositors and pressmen, if necessary, and to support and maintain the honor and dignity of the trade, the best manner in which you could evince your sincerity would be by joining the society, whose objects and conduct you seem to have mistaken. To establish equitable prices for our labor is the principal object for which we have recently associated, and which we hope in a short time to accomplish. The first step toward this is an increase in our numbers, and we conceive it to be the duty and the interest of every journeyman printer in the city to come forward and unite with his fellow-craftsmen in promoting an object which has for its end the benefit of the whole.

Should you, gentlemen, conceive the above observations satisfactory and have a desire to promote the objects we have in view, I would observe that the board of directors meet every Saturday evening at the house of Mr. Clark (Harmony Hall), to whom an application can be made at any of their meetings.

D. H. REINS, *Sec'y N. Y. T. S.*

The organizers of this society began at once, as a part of their vigorous policy, to open communication with all similar organizations in the country, to which they mailed a circular

letter dated September 9, 1809, and which proposed nothing less than an exchange, from time to time, of what is to-day known as "unfair lists;" that is, that whenever a printer does what to the union is considered an unfair thing in trade matters, other unions shall be notified of the fact. That this principle was then new, or practically so, is inferred no less from the arguments used in the circular to maintain it, than from the letter of the Philadelphia society in reply. Both these letters follow:

NEW YORK, September 9, 1809.

GENTLEMEN: In all classes of society experience has proven that there have been men who, laying aside those principles of honor and good faith which ought to govern their conduct toward their brethren, and for a mere gratification of private interest, have set aside the obligations they were under by violating the ordinances which they had pledged themselves to maintain.

It is for the interest of the profession that such persons (if any there are) should be discountenanced; and to the end that the knowledge of their sins should follow them, the directors of the New York Typographical Society have directed me to open a correspondence with you, by requesting, if compatible with your constitution, that in cases where members of your society or others of the profession may have acted dishonorably toward it, and should leave—— for this city, you would be so good as to transmit information to them, the favor of which, on a like occasion, would be reciprocated.

The directors of the N. Y. T. S. sincerely hope that an instance of this nature may never have to be recorded, yet it appears to them that the adoption of a rule like the above might be attended with mutual benefit. There is nothing which acts more powerfully on the human mind than shame. It makes the coward bold, the miser generous; and it is to be hoped that it will ever deter a journeyman printer from conducting unworthily toward his brethren when innate principle is wanting.

Accept the assurance of my esteem for you gentlemen, and my sincere wishes for the prosperity of the —— society.

D. H. REINS, *Sec'y* N. Y. T. S.

To this elaborate argument for and cautious statement of one of the protective features of unionism, so universally understood to-day that it is never stated in terms, the following equally remarkable reply was received from the Philadelphia society. The "second letter of the 23d" referred to was one

announcing the completion of the wage scale of September 20 by the New York society.

PHILADELPHIA, October 28, 1809.

SIR: Your letter of the 18th ultimo and 23d instant came duly to hand, and I have to apologize for the delay in forwarding an answer.

That of the 18th embraced a principle which was not readily acceded to—and the consideration of it was twice referred to the opinion of a select committee—a report was made this evening and finally adopted by the following words: "The committee thinks proper to report that they have considered the letter referred to them, and are of the opinion that the principle set forth therein is a good one, and will have a tendency to promote the interests of the two societies; therefore,

Resolved, That whenever any member of this society shall act derogatory to the principles of this constitution, and shall leave this city for New York, information shall immediately be forwarded to the New York Typographical Society."

As I am decidedly opposed to the principle, it cannot be expected that I should dilate upon it. I beg leave, however, to assure you that the will of the majority is my guide, and that I shall consider it my duty to act in strict conformity to the resolution.

Your second letter of the 23d instant has given inexpressible pleasure to the members of the board and of the society in general. The energetic measure you have taken had been so long wanting in the respectable city of New York that the friends of equal rights reflect with disgust upon the humiliating condition in which our brethren suffered themselves to remain there; and the following hope now held forth that they have broken their manacles with a determination that they shall never be riveted again, will be fostered and cherished, nay, assisted, as far as constitutionally may lay in their power. But the old adage will here apply, and should be attentively considered: "He that will not help himself shall have help from nobody." Persevere in your laudable struggle, and remember that no great end was ever yet attained without danger and difficulty.

Be pleased to accept my best wishes and regards for your society, and believe that I am, with the sincerest respect, your humble servant.

JOHN CHILDS,
President Typographical Society of Philadelphia.

September 20, 1809, the society adopted a scale of prices, no copy of which has been found, but which it is known did little

more than restore the scale of 1800 on common work while providing for the classes of work not covered by any former standard of wages.

A circular letter was printed and sent to the master printers, of which a copy follows:

TO THE MASTER PRINTERS OF THE CITY OF NEW YORK.

GENTLEMEN: Between employers and employed there are mutual interests depending, mutual duties to perform. To the end that these may result in harmony, certain rules and regulations should be adopted. Therefore, we, the journeymen printers of the city of New York, having duly and deliberately taken into consideration the present irregular state of the prices in many of the printing offices, and conceiving that they are inadequate to a comfortable subsistence, have united themselves into an association for the purpose of regulating and establishing the same. The annexed list, framed with a due deference to justice and equitability, is presented with a view that it may meet your approbation.

Upon receipt of the above the master printers formed an organization, and as a first move asked for a postponement of the date when the new regulations should go into effect. This the journeymen declined. To gain time, the masters' association then agreed to the demands, but at once began to advertise in other cities and towns for printers, offering good wages and permanent positions. As an offset, the Typographical Society's board of directors instructed the secretary to—

Inform the different Typographical societies in the United States that this board have reason to believe that it is the object of the master printers of this city, by advertising for a great number of workingmen, to fill the city with hands and thereby be enabled to reduce the prices of work in this city to their former standard.

The members of the society were instructed to send information of the situation by letter to all outside journeymen of their acquaintance.

Evidently the master printers were having some success with their plan, and, to bring the matter to immediate issue, the Typographical Society called a strike, beginning October 30, 1809, for the enforcement of their scale. Most of the master printers soon agreed to the scale, but quite a number fought the issue bitterly, and what was for that time a strike of considerable duration resulted. Strike benefits were paid weekly, and it is not until December 18 that the last entry on the min-

utes is found recording money appropriated to the "brethren who had been thrown out of employ in consequence of their refusing to work for less than the established prices."

During this strike the society discovered that one of its members had secretly arranged to work for less than the scale in an office ostensibly paying the society's rate of wages. Immediately the other members of the society refused to work in the office with him, and requested that he not only be expelled from the society but that his name be sent to the other societies. For some time the society was busy expelling members who had secretly worked below the scale during the strike. However, the struggle had cleared the atmosphere perceptibly.

As showing the situation before the strike, it may be stated that the report of a committee appointed by the society to "investigate the state of trade" and "list those working for less than the established price" showed compositors working at 20 cents per 1,000 ems, pressmen working at 25 cents per token (240 sheets), and numberless boys at from \$4 to \$4.50 per week. At one office they report:

There is a man working at press who occupies the situation of two journeymen, who is said to have served no apprenticeship at the business.

Out of their experience came an amendment to their by-laws, passed December 23, within a week after the close of the strike:

No person shall be admitted a member of this society unless he shall have duly and regularly served the term of three years as an apprentice to one branch, namely, either as a compositor or as pressman.

On December 30, 1809, they issued a circular letter, going into the whole matter of "halfway journeymen," afterwards called "two-thirders," and the laxity of apprenticeship regulations. It was addressed to the employers, and as it is the earliest survey of the situation in the trade from the workman's point of view it is, notwithstanding its length, given in full below:

TO THE MASTER PRINTERS OF THE CITY OF NEW YORK.

GENTLEMEN: Viewing with deep concern the improper practices in many of the printing offices in this city, the journeymen composing the New York Typographical Society have appointed the undersigned committee to address you on the subject, and represent the many evil effects they have on the art of printing in general and its demoralizing effects on its professors.

The practice of employing what is termed "halfway journeymen" in preference to those who have served their time, while it holds out encouragement to boys to elope from their masters, as soon as they acquire a sufficient knowledge of the art to be enabled to earn their bread, is a great grievance to the journeymen, and almost certain ruin to the boys themselves. Becoming masters of their own conduct at a period of life when they are incapable of governing their passions and propensities, they plunge headlong into every species of dissipation, and are often debilitated by debauchery and disease before they arrive at the state of manhood. And it also tends to an unnecessary multiplication of apprentices, inasmuch as the place of every boy who elopes from his master is usually supplied by another, while at the same time the runaway supplies, after a manner, the place of a regular journeyman, and one who, probably, has a family dependent on his labor for support.

We would also beg leave to call your attention to a practice as illiberal and unjust as the former, and attended, perhaps, with evils of a more aggravating nature. We mean that of taking grown men (foreigners) as apprentices to some twelve or fifteen months, when they are to be turned into the situations of men who are masters of their business; which men are to be turned out of their places by miserable botches, because they will work for what they can get. By these means numbers of excellent workmen, who ought to be ornaments to the profession, are driven by necessity to some other means of support. When a parent puts out a child to learn an art, it is with the pleasing idea that a knowledge of that art will enable him, when he becomes a man, to provide for himself a comfortable subsistence. Did he know that after laboring from his youth to manhood to acquire our art he would be compelled to abandon it and resort to some business with which he was totally unacquainted to enable him to live, he would certainly prefer that he should in the first instance seek a livelihood on the sea, or by some other precarious claling, than trust to the equally precarious success of a trade overstocked by its professors. Of the number that have completed their apprenticeship to the printing business within the last five years, but few have been enabled to hold a situation for any length of time. And it is an incontrovertible fact, that nearly one-half who learn the trade are obliged to relinquish it and follow some other calling for support.

Under the direful influence of the unwarrantable practices, the professors of the noblest art with which the world is blessed, have become "birds of passage," seeking a livelihood from Georgia to Maine. It is owing to such practices that to ac-

knowledge yourself a printer is to awaken suspicion and cause distrust. It is owing to such practices that the professors of the noble art sinking in the estimation of the community. And it will be owing to such practices, if persisted in, that to see a book correctly printed will, in a few years, be received as a phenomenon.

To render an art respectable it is indispensably necessary that its professors should be perfect masters of their calling, which can only be acquired by serving a proper apprenticeship. And, in our art, it is not always time that perfects the printer. For it is too often the case, that boys of little or no education are taken as apprentices which the first services as devil frequently preclude the knowledge of, until they are bound, when the discovery is too late to be remedied. Owing to the deficiency, they make but sorry printers; whereas, had they learned some trade which does not particularly require a good education, they might have been perfect masters of it and better able to gain a livelihood. These are evils, gentlemen, which we sorely feel, and which it is in your power to remedy; and we sincerely hope that this appeal to your justice and humanity may meet with that consideration which its importance demands."*

D. H. REINS,
W. BURBRIDGE.
S. JOHNSON.

A letter from the Philadelphia society in September, 1810, informed the New York City organization of the new wage scale, that of September 20, and the strike for its enforcement in the former city. Immediately an extra meeting of the New York society was called to act upon it. The following extract from the minutes shows how a feeling of unity of interest was rap-

*It is impossible to read this circular, and the subsequent struggle the unions had for fifty years with the runaway-apprentice and "two-third-er" problems without recalling that oldest of journeymen printers' documents, preserved in the British Museum, and quoted in full by Brentano in his *History and Development of Guilds* (note to p. 97), as follows:

The case and proposals of the free journeymen printers in and about London, humbly submitted to consideration. Licensed October 23rd, 1666.

Whereas there are at this present in and about the City of London, to the number of one hundred and forty workmen printers, or thereabouts who have served seven years to the art of printing, under lawful master printers, and are reduced to great necessities and temptations for want of lawful employment, occasioned partly by supernumary apprentices and turn-overs, which have increased the number almost to twice as many on the whole, as would be sufficient to discharge all the public and lawful work of the kingdom. The workmen printers

idly growing among the workmen of the neighboring cities of that date. The minutes are those of the special or called meeting:

A letter was read from the journeymen printers of Philadelphia, accompanied with a circular list of prices, which they are now standing out for, and urging us to co-operate with them in order to obtain their just demands; and the board, conceiving the nature of the communication of the utmost importance, came to the immediate resolution of convening the general society, and the following was immediately passed:

Resolved, That a general extra meeting of this society be called on Monday, the 24th instant, for the purpose of giving general information to the members of the proceedings of the journeymen printers of Philadelphia.

Resolved, unanimously, That we highly approve of the proceedings of our typographical brethren of the city of Philadelphia in the demand for a raise of prices.

Resolved, etc., That we pledge ourselves to each other that we will not take any situation vacated by any of our brethren in Philadelphia under the present circumstances.

Resolved, etc., That it be recommended to the members of this society to make the proceedings of this meeting known as general as possible.

Resolved, That a copy of these resolutions be transmitted by the secretary to the Philadelphia Typographical Society.

On August 7, 1811, the society added an article to its constitution limiting the age at which apprentices at presswork may begin and prohibiting members from working with men receiving less than the scale. The words of the amendment were:

above-mentioned &c. propose: 1. That no foreigners (that is to say) such an one as has not served seven years to the art of printing, under a lawful master printer, as an apprentice, may be entertained and employed by any master printer, for the time to come. 2. That a provision may be made to hinder the increase of apprentices and a limitation appointed as to the number, &c. 3. That no turn-overs be received by any master printer, but from a master printer; and that no master printer turning over any apprentice to another master printer may be permitted to take any other apprentice in his place, till the full time of the said apprentice so turned over be expired; for otherwise, the restraint and limitation of apprentices will be evaded, and the number supplied by turn-overs.

It is significant to note that the remedy proposed by this first craft guild of London printers in 1666—i. e., limitation on the number of apprentices, was precisely the one eventually adopted by the typographical societies in the United States, beginning with the New Orleans society in 1839, and finally adopted by the Washington, D. C., union in its constitution of 1867, the last of the local unions to adopt the measure.

No member of this society shall be permitted to take with him as a companion at press a person who is of full age at the commencement of his apprenticeship; nor shall any member of the society work in an office where a person is employed for less than our established prices, under the penalty of expulsion in either case.

A side light is thrown on the conditions which furnish a justification from the trade-unionist point of view, for the first provision of the above article, when on July 24, 1813, a committee reports on a proposition for membership. This applicant proves to have been a weaver by trade; but as weaving "gave him a pain in the breast," he got a situation in a livery stable. From that he went into a printing office as a pressman. Even his employer testified before the committee that when he came to work for him "he did not know how to scrape a ball, and by his appearance and conduct thought he was never in a printing office before." The society refused his admission "since he is a weaver, not a printer." Apprenticeship was felt to be their only protection, and as a safeguard the pressmen (who worked in pairs) were prohibited from taking as companion a man who had "broken into the trade" after he was 21 years of age.

Early in 1815 the society began debating the question of a new wage scale. One was finally adopted October 7, 1815. This scale further restricted the apprentices by requiring the employer to pay the pressmen an extra piece price where apprentices were being taught the trade. Not only did the society adopt a new scale, raising the rates to 27 cents per 1,000 ems and \$9 per week, but at the same meeting, by unanimous vote, adopted a resolution that "a committee of three be appointed to confer with the different typographical societies in the United States, the duty of which committee shall be to induce (if possible) the journeymen of Philadelphia, and Albany in particular, to raise their prices to at least the same standard as ours."

The new wage scale was accepted by most of the employers, but involved the society in a strike for its enforcement in a few minor offices. From a clause in a letter the New York society sent to the societies in Albany, N. Y., and Washington, D. C., in 1816, in response to notices of the adoption of new wage scales by those societies, it will be seen that the employers of New York were the first to insist upon or at least suggest the idea of a uniform wage scale for the entire country, an idea which for other reasons agitated the various societies for nearly a half century afterwards. The clause referred to states:

That you should pursue the measures you are now pursuing had been the desire of both the journeymen and employers of this city for the following reasons: It was urged by the employers last summer, when our journeymen made a demand for higher wages, that unless journeymen in other places would raise their prices to an equilibrium with those we had presented, it would induce the booksellers to send their work out of the city, as the difference in the price for which work could be done elsewhere would more than pay for the transportation.

It must be remembered that at this time and for nearly a quarter of a century afterwards newspapers employed such a small percentage of the printers that the societies paid little attention to anything else than the book and job offices.

After the strike to enforce the wage scale of 1815 the society had again to discipline a number of its members. Some of the early societies had admitted to membership employers who paid the scale. While this society had never done this, a member who had been admitted as a journeyman did not lose any of his rights in the society by becoming an employer. The obligation or pledge required members not only to demand the scale of prices as journeymen, but to pay it should they become "masters." The experiences of the strike forced a new measure upon the organization. The temper of the society was to be tested by the trial of an extreme case, and one member who had become an employer subsequent to joining the society was brought up on a charge having six separate counts, three of which read as follows:

First. For an attempt, in combination with a few employing printers, to lessen the established wages of journeymen.

Second. For introducing into the printing business men wholly unacquainted with it to the exclusion of regular-bred workmen.

Third. For refusing to give employment to members of this society and employing one not a member in preference—a direct violation of the solemn pledge he has repeatedly given us.

The other three charges were, in substance, that he had given currency among the masters to the plans and purposes of the society contrary to his obligation; that he had permitted his name to be added to the advertisement of other employers in advertising for "strangers" to come to New York and take the places of the striking printers; and lastly, that he had injured his brother members of the society. On motion, a resolution of expulsion was passed, which resolution provided:

"And his name, with the nature of his offense, be transmitted to the different typographical societies in the United States." To safeguard the future and make permanent the lesson learned, the by-laws were amended by the addition of the following:

Experience teaches us that the actions of men are influenced almost wholly by their interests, and that it is almost impossible a society can be regulated and useful where its members are actuated by opposite motives and separate interests. This society is a society of journeymen printers, and as the interests of the journeymen are separate and in some respects opposite to that of the employers, we deem it improper that they should have any voice or influence in our deliberation; therefore,

Resolved, That when any member of this society shall become an employing printer he shall be considered without the limits of the society and not to vote on any question, or pay any dues in the same.

No device was to be permitted to lessen the piece price of a quantity named in the scale. Under the old system of printing playing cards but one was printed at a time. Some master printer devised a scheme of setting up two cards in a form and then claimed a reduction from the pressmen's scale for presswork. The meeting of June 7, 1817, was devoted to a solution of the problem: "If two cards of the same be set and worked two at a pull shall be charged less than if they were worked singly?" The decision of the society was that "every 52 cards so worked be charged a pack."* Members were held to honest work for their employers and expelled from the society for an unworkmanlike thing as surely as for an act prejudicial to the interests of other workmen. In November, 1817, a member was expelled and his name sent to all known societies because he had "turned wrong a half sheet of 24's, and without mentioning the fact to his employers left the city, even neglecting to note down the signature letter in his bill—conduct highly derogatory to the New York Typographical Society and disgraceful to himself as a member."

Out of the conditions in the industry were rapidly developed the measures which soon became the customs, which ossifying

*The principle involved here has always been contended for by British trade unions, but not, as a rule, by those of the United States, at least until recently. The claim is that labor should have a once-established percentage share of the product, regardless of time involved in its production. This is now a dictum of the unions that seek to maintain "a competitive equality" among employers, but is not a part of the typographical union's creed.

became the anatomy of subsequent trade unionism—the bones and framework of all modern organizations along trade lines. These ‘fundamental principles of trade unionism,’ which are never now expressed in constitutions, or elaborated in resolutions, because too thoroughly understood to be expressed, or require expression, are but the successful experiments of the formative period in its life, made permanent by time; the sediment of experience petrified. As witness to this development it is worthy of note that at its meeting in November, 1817, the society resolved to keep a register of members, and their places of employment. One member was appointed as the representative of the society in each printing office, and at each meeting as their names were read they must give information “as to the state of trade and the chances of employment for more of our members.” A list of those out of work was also to be kept, and these in the order of registration were to be notified of any vacancies or opportunities for employment reported at each meeting. How suggestive this is of the “father of the chapel,” the “house of call,” and the “waiting list,” and each of the early societies developed similar features. The aggressive element was, however, being defeated in another direction. In 1816 the society had made application to the state legislature at Albany for an act of incorporation. The assembly passed the bill, but the senate inserted an amendment, which, while preserving all of the social and “benefit” features of the society, prohibited it from interfering in any manner with trade matters, or attempting to influence the wages of labor. This amendment to its bill the society declined to accept, and the matter went over for two years. In 1818 the bill came up in its original form again, and was again passed by the assembly. Mr. Thurlow Weed, who had joined the society in October, 1816, just after it had established its wage scale of 1815, but before industrial peace had been entirely secured, had charge of the society’s bill in Albany. Mr. Weed seems to have been thoroughly in sympathy with the trade regulation interests of the organizations but the senate was not to be moved. After two years of effort to secure what it wanted from the legislature, the society finally accepted the senate’s terms and adopted, as section 5 of article I. of its constitution, the following:

SEC. 5. In no case shall the society interfere in respect to the price of labor.*

*From a copy of the constitution as printed in 1833, to be found in the Library of Congress.

The society exists to-day and is financially prosperous, but it passed out of the class of organizations considered in this article by its acceptance of this legislative charter in 1818. On its beneficial side it had a most elaborate system for the relief of needy members, going so far as to furnish and pay watchers for the sick. The large area of its jurisdiction was divided into sections with visiting committees for each. It was as active in matters of mutual benefit and help as on its trade side. The mutual aid element in these early societies has been fully written up heretofore by scholars who, judging only from their printed constitution, and not having access to the minutes or records, have assumed that they were merely mutual aid and burial societies. There is no disposition here to question or even to ignore this element in these societies, but to bring to light from the minutes the evidence that whatever livery of charitable clubs they wore in public, in their hall rooms they were labor organizations.

Considerable space has been given to this New York society of 1809 because of its trade aggressiveness. In trade matters it was the stormy petrel of the early societies, and but for the clipping of its wings in 1818 the societies organized in the movement of 1815 to 1820 would probably, under its influence, have been as distinctively and as openly trade unions as were those organized from 1830 to 1850.

In order to follow more closely the career of this New York Typographical Society from its inception to the surrender of its trade influence, there has been some sacrifice of strict chronological arrangement. It remains, however, but to state that from the time of its organization, July 1, 1809, until it ceased to be a labor force in 1818, it had enrolled 237 members.

During the war of 1812 the secretary of the society, Mr. David H. Reins, organized a company of artillery composed entirely of printers for the defense of the harbor of New York; just as the Philadelphia society, by unanimous vote in September, 1814, resolved to appropriate one day's labor for each of its members "on the fortifications now erecting for the defense of the city," and on October 14, 1814, appointed a committee of three "whose duty it shall be to receive applications of the wives of such members of this society now absent in the service of the country, under the requisition of the president thereof, as may stand in need of assistance, and that they report at every meeting of the directory the sum they think proper to be allowed to each."

The Philadelphia society, after passing the resolution of December, 1808, forbidding its members to instruct an apprentice who was more than 18 years of age at the commencement of

his apprenticeship, and providing for the transmission to other societies of the names of expelled members, as elsewhere referred to, followed this up in March, 1809, by requiring all members to take the obligation formerly exacted only from officers, including the pledge "that I will procure employment for any member or members of this society in preference to any other when occasion may require."

Early in 1809 the society began proceedings to secure incorporation. Some alteration in the constitution was required by the courts preliminary thereto, though the exact character of the change does not appear on the minutes. In December, 1809, however, "the committee appointed to procure an incorporation reported that the constitution had been handed to the judge of the supreme court for signature on that day and that Mr. Franklin's fee as counsel was \$8, which he would not accept, but returned to the committee as a donation to the funds of the society."

July 14, 1810, the initiation fee was raised to \$5 and a clause added to its constitution which has caused the downfall of more societies than any other one thing with which they had to contend, to the effect that members who paid their dues for twenty years became "free members," entitled to all the benefits of the society for life without further payment. The effect of this will be referred to elsewhere.

In September, 1810, the society presented a new scale of prices to the employers, which seems to have been unsatisfactory. No copy of this price list has been found. A strike for its enforcement seems to have been a disastrous failure, almost depleting the society's treasury and greatly reducing its membership. At the beginning of 1810 there were 119 members in good standing, 14 joined during the year, and 78 resigned or were expelled, leaving the membership 55, or only one more than in 1802 at its close of the first year of existence.

Apart from its patriotic attitude in 1814, referred to above, the benevolent features of the society occupied its energies until June, 1816, when the pressmen formulated a scale and issued the following address to the employers. A similar statement was issued by the composers, being the indorsement of the society, which raises the question as to whether the pressmen belonged to the society or whether the society as such indorsed only the demands of the composers and not those of the pressmen. The only copy of this address and price list found was, transcribed on the minutes of the New York Typographical Society as a communication from Philadelphia. The document itself seems to emanate from a mass meeting rather than from the society. The Philadelphia society seems not to have be-

come a purely benevolent association until 1831. Whether or not the pressmen acted independently of the society in this matter the address and scale is worth preserving here.

TO THE EMPLOYING PRINTERS OF THE CITY AND COUNTY OF
PHILADELPHIA.

GENTLEMEN: The pressmen are induced, from a duty which they owe to themselves, to call your serious attention to what they here present you. The general prices that they now receive for their work were established fourteen years since [by the scale of 1802]; it will therefore appear obvious to every person that there has been a great increase since that period in the population of our country, likewise a wide extension of our commerce, agriculture, and manufactures. The consequence has been a very considerable rise in the things necessary for the comfort of man. They are decidedly of the opinion that almost all mechanics have had an advance in their wages in proportion to the rise in the necessaries of life, taken in the aggregate; while the printer, whose profession is not second in point of merit to any other, is left as it were to stem the torrent of adversity with an empty pocket. Heaven forbid that this should be the fate of those whose labors tend so essentially to the promulgation of knowledge throughout our extensive country. And they likewise believe it to be an indelible fact, long since established, that Philadelphia is famous for its workmen in the art preservative of all arts, both in skill and faculty; but with shame they are compelled to say (notwithstanding our city is the emporium of art) that they receive a less award for their services than is awarded in any of the other cities of the Union. From a sense of imperious duty incumbent upon them as respectable members of society, they now make the demand, fully confident that it is moderate and just. The laborer is worthy of his hire.

They, therefore, anticipate that you will, with liberality becoming your profession, give your decided approbation to the annexed scale of prices. Your opposition we ought not to expect. We are, however, directed by the meeting to inform you that we have been authorized and directed to correspond and confer with you individually, or to meet any committee that may be appointed on your part for that purpose. You will, therefore, gentlemen, please to inform us of your determination as soon as possible, as we have to report to the next meeting. On our part we assure you that we will use our utmost endeavors in this conference to produce a good understanding and to avoid as far as possible those inconveniences and altercations which invariably arise out of an imperfect understand-

ing, well aware that it is too often cherished by those whose position "does not command a view of the whole ground."

(Signed by order of the meeting.)

J. C. DOWDEN,
P. MILLER,
GEO. HITNER,
JOHN DOUGLAS,
O. P. MERRILL,

Committee on behalf of the Journeymen Pressmen.

PHILADELPHIA, June 17, 1816.

PRESSWORK.

Pressmen to receive not less than \$9 per week for 10 hours work per day. Paper—medium and below medium, not less than $33\frac{1}{3}$ cents per token; when the number is less than four tokens, to be charged 35 cents per token; above medium $37\frac{1}{2}$ cents per token; stereotype editions to be charged 35 cents per token; broadsides, medium, 60 cents per token; royal, 75 cents per token. Cards—for one pack and not exceeding two packs, $33\frac{1}{3}$ cents; when the number exceeds two packs, to be charged $12\frac{1}{2}$ cents per pack.

The result of this appeal is not known. In April, 1817, the society appointed a committee styled The Committee of Employ.

Whose duty it shall be to receive the name or names of such person or persons belonging to this society as shall from time to time be out of employment, which committee shall thereupon take all just and honorable methods of procuring situations for such applicants.

Said committee shall meet at least twice in every month, and shall make report to the board of directors at every meeting thereof of the the number of applicants (designating their names), and generally of the progress made in the duties of said committee, which report shall be duly entered on the minutes by the secretary and read at each stated meeting of the society.

From time to time committees were "appointed to investigate the state of the printing business in this city" until February 5, 1831, when, by resolution, it was decided "that this society from and after the first day of April, 1831, be dissolved," and a committee was appointed to turn all its assets into cash and divide the funds among the members. Before the date set for dissolution arrived, however, namely, February 12, it was decided "that we do now agree to form an association for be-

nevolent purposes ;" and that while the cash on hand should be divided among the members, "the library and bookcase and the burial lot" should be given to the new organization, provided the donor of the burial lot (Mr. Ronaldson) would consent to the transfer.

Thus died the trade regulation features in one of the oldest societies. As a society it still exists, as does the New York society of 1809. Never so aggressively industrial as some of the others, the Philadelphia society was conservatively a trade organization from 1802 to 1831, and even after that, in 1832, it being rumored that one of its members was about to employ women as compositors, and had offered a non-union printer a situation as foreman in case women were employed, the feeling in the society was so strong that the member in question felt called upon to write a letter to be spread upon the minutes of the society denying that he had ever intended to employ women.*

The year 1815 was a memorable one for printers' societies. Boston, Mass., Albany, N. Y., and Washington, D. C., organized during the year, and while the date of the organization of the Baltimore Typographical Society is not known, the first mention of it is also found during this year. The first meeting of the Washington printers for the purpose of organization was held December 10, 1814, at the private house of Mr. H. L. Lewis, in whose parlor the society met, for some years paying him \$1 per month for the privilege. At this first meeting a committee was appointed to draft a constitution, "with in-

*This is the first mention found of women in the trade. Later the question became of utmost importance to printers, and a brief summary of its history seems necessary here, since the final disposition did not occur until after the date set as a limit to the general text of this article. January 17, 1835, a special meeting was called by the Washington, D. C., society because of the alarm occasioned by a statement published in a local paper "that girls were being employed as compositors in newspaper offices in Philadelphia," to break a strike. Resolutions were adopted and embodied in a circular letter sent to the typographical societies of Philadelphia, Boston, New York, and Baltimore, asking if any girls were so employed, if so, how many, and what action these societies "proposed to take to prevent the further progress of this evil?" The records do not show that any replies were received. The national convention of 1854 devoted much of its time to a discussion of the "woman question," as the Detroit union had asked for instructions in the matter. The proceedings of the convention contain pages of resolutions on all sides of the problem, none of which passed. The matter was referred to a committee which recommended that the regulation of the subject be left to local unions, since "the employment of females, as compositors, can never become so general or extensive as to affect the trade materially." At a meeting of the Boston Typographical Union held June 14, 1856, a motion that "any member working in any office that employs female compositors should be expelled from the union,"

structions to model the same as nearly as may be practicable by that of the Philadelphia Typographical Society." This committee reported in January, 1815; the constitution was adopted, and the society organized with 19 members. Nine more were added during the year, making a total of 28 at the close of 1815.*

The fact should not be overlooked that the Washington society (called the Columbia Typographical Society) was modeled after the most conservative and largely beneficial of the earlier societies—that of Philadelphia; while that of Albany, N Y., evidently organized at the instigation of the emissaries from the New York City society, was patterned after that more aggressive body. But if the "first object of the Columbia society was benevolent," it also proposed to "regulate prices," and in the conflict of factions, almost evenly divided as to numbers (except under extreme provocation, as in 1836), it was at once liberally benevolent and conservatively persistent in trade matters, being the only one of the old societies that has survived until to-day, and developed into a modern trade union, rather than a mutual benefit association.

On June 15, 1815, a committee of correspondence was appointed, which reported July 1 that it had sent the following circular letter to the typographical societies of Baltimore, Philadelphia, New York, Albany, and Boston. The copy here given is from the minutes of the original society. It differs in phraseology on minor points from the copy made from the records of the New York society as received.

was "laid over" for future consideration, and April 11, 1857, the same union passed a resolution "That all females be allowed by this society to work in all branches of the business, provided they receive the scale of prices adopted by this union." The Philadelphia delegates to the national convention of 1855 were especially "instructed to oppose any recognition of the employment of females as compositors." Nearly every national convention debated, and every local union, in cities at least, had to adopt a policy in regard to this subject. Finally a "union of women printers" was organized in New York City in 1870 and sought admission to the national, and the national convention of 1872 settled the matter by admitting women to full membership in local unions and demanding for her labor the same price paid to men.

*As no information has hitherto been obtainable relative to the membership of these organizations, the accessions to this society, by years, is here noted up to 1840. As stated above, it had 28 members at the close of 1815. In 1816 it added 15 to its membership; 5 in 1817; 9 in 1818; 5 in 1819; 9 in 1820; 6 in 1821; 5 in 1822; 14 in 1823; 10 in 1824; 13 in 1825; 11 in 1826; 9 in 1827; 11 in 1828; 2 in 1829; 4 in 1830; 11 in 1831; 7 in 1832; 5 in 1833; 71 in 1834; 33 in 1835; 17 in 1836; 31 in 1837; 17 in 1838; and 17 in 1839, making a total of recorded names in 25 years of 365.

WASHINGTON, July —, 1815.

To the President of the ——— Society, ——— at ———.

SIR: By a vote of the Columbia Typographical Society, we were appointed a committee of correspondence: In pursuance of which appointment it has become our duty, thro' you, to address the society over which you preside, informing them of the organization, in the District of Columbia, of a society under the above title: having for its object, first, benevolence, and, second, the establishment of a regular system of prices. In the obtainment of these views, we feel assured of the good wishes of your body, as well as of every friend to the profession.

In the infancy of associations of this nature difficulties will frequently occur, tending to dampen the fondest expectations of the most sanguine: That we have had to contend with such difficulties we will not attempt to deny, but by a determined perseverance on the part of each member, they have been caused to vanish, and we now indulge the pleasing hope that our society is firmly and permanently established. With satisfaction we have it in our power to state that, with but few exceptions, every journeyman in this district are now members of this society. The few who are not, we have the strongest reasons for asserting, will in a short time attach themselves to us.

We are also directed to state, for the information of journeymen in your vicinity, the wages given in the district, viz:

During the session of Congress, per week.....	\$10.00
Working on a Sunday	2.00
During the recess, per week	9.00

For pressmen and compositors:

Composition, per 1,000 ms. for brevier and upwards	.28
Composition, per 1,000 ms. for less than brevier....	.33½
Presswork, per token	.33½
Presswork, per token, on newspapers	.37½

Journeymen are altogether employed by the week during the session of Congress.

We give this notice with a hope that it may prevent journeymen at a distance engaging at less prices than those above quoted.

With a request that reciprocal communications having a tendency to benefit the profession may at all times take place.

We have the honor to be, sir, yours, &c., respectfully,

(Signed)

JAS. PETTIGREW,
J. GIDEON, JR.

This letter brought two replies, one from Baltimore* and that of the president of the New York Typographical Society, which society sent a further communication, received October 7, notifying the Columbian society of a strike in New York to enforce the scale of prices, and asking that no Washington printers be permitted to take situations in New York until the trouble was over. At this meeting of October 7 a "committee was appointed to draft a list of prices similar to that of Baltimore." This committee reported and the list was approved November 4, 1815.

The Boston Typographical Society of 1809 had apparently ceased to exist, as another of the same name was organized November 25, 1815, and on March 2, 1816, on the eve of a demand for an increase of wages, sent the following letter to the various societies:

BOSTON, March 2, 1816.

SIR: A society bearing the name of the "Boston Typographical Society" was formed in this town on the 25th of November last past, of which Mr. P. F. Quearean is president; Henry Nichols, vice-president; and William Learned, secretary.

On Monday next, 4th of March, the journeymen of this town and vicinity calculate to receive the prices which they have adopted. The employers have already been informed of

*The letter from the Baltimore society makes so clear the fact that that organization was likewise as thoroughly economic in its purpose as were the others that it is reproduced here, since no other documents of this early Baltimore society have been discovered.

BALTIMORE, December 8, 1815.

To the President of the Columbia Typographical Society:

SIR: I hasten to comply with a requisition of the Baltimore Typographical Association, imposed on me by a vote of that body at their last meeting, viz, a reply to a communication received from a committee of the society over which you have the honor to preside—under the name and title first mentioned. Previous, however, to entering into the performance of this task it becomes a duty incumbent on me as a friend to a mutual interchange of sentiments between associations of this nature, as well as individuals, to explain, so far as is within my power, the causes which have produced the almost unpardonable delay—a delay so derogatory to the feelings and so contrary to the wishes of every member of our body.

Your communication bears date of June 30, 1815. It was, I believe, received in due season, and promptly laid before the next meeting after its receipt, which meeting empowered and required the then secretary to forward a reply, expressive of the thanks of the association, for the attention you have shown them, the pleasure they always experience in the establishment of any regulations which have the least tendency to promote the interest and happiness of our brethren in every section of the Union, their congratulations that you have so completely suc-

our determination and we doubt not they will be obstinate at first, but must eventually agree to give us the prices we ask, provided we are united and the journeymen of your city do not think proper to come to this town for work at the call of the masters, as they will doubtless many of them advertise for workmen in a short time.

We, therefore, earnestly request that you will give notice to the members of your society of our proceedings, and as it is all important that we should be left to manage our own affairs in our own way, you will please give us every necessary aid in the present contest which "try men's souls."

We are, sir, with respect, yours, etc.,

ELIAKIM FISH,
GEO. SINGLETON,
WM. KERRY, JR.,
Committee.

P. S.—Should you observe in the newspapers an advertisement for journeymen wanted in this place, we request you to advertise in our behalf that there are between 50 and 60 journeymen out of employ in Boston.

October 4, 1816, the aggressive Albany society, which, as stated above, had been organized in 1815, sent the following letter to all societies:

ceeded in rebuffing the many obstacles naturally incident in the formation of such associations, and their readiness at all times to co-operate with you in all and every measure which may have for its object the mutual interest of both associations and the profession generally. The above order, from causes not yet explained, has not been complied with, nor was known until the last meeting.

Hoping that the above-recited fact will be sufficient to remove any unpleasant sensations from your minds which may have been excited in consequence thereof, I embrace the present occasion of complimenting you on the fundamental principles of your association—"benevolence" and the "establishment of a regular system of prices." The first is one of the noblest virtues of the human heart and the last very essential to the promotion of the interest and happiness of every association of a mechanical nature.

To conclude, sir, you may be assured that we will always feel proud to receive any communication from the Columbian society which may, in the least have a tendency to favor the views or carry into effect the objects of each association, and will ever be ready at any moment to act with alacrity in conjunction with it on any measure that might lead to our mutual benefit.

I have the honor to remain with the sentiments of respect (on behalf of the Baltimore association), your very obt. humble servant.

JOHN REVELL,
President of said Association.

MR. ALEXANDER GRAHAM,
President of the Columbia Typographical Society.

ALBANY, Oct. 4, 1816.

To the President of the Washington City Typographical Society, Washington:

SIR: All bodies formed for the purpose of maintaining the rights of those concerned therein, while at the same time they afford relief in cases of distress to which any of their members may be exposed, ought to possess the means of holding up to the contempt of those societies who have the same just and benevolent ends in view, such persons as either from self-interest or perverseness endeavor to defeat the object of such associations.

Influenced by these sentiments, the Albany Typographical Society authorized the undersigned to communicate to the different societies in the United States their willingness to co-operate with them in the furtherance of all lawful measures conducive with the interests of the business, and at the same time to forward the names of several unprincipled persons to you, and through you to the Washington City Typographical Society, who for months past have been and are still working in the office of Messrs. — in this city below the prices established by the society.

Their names are —, —, —, —, —.

What renders their conduct the more censurable is the fact of their being several times warned of the consequences which would result from their proceedings, but persisting notwithstanding.

By order of the society,

JOHN B. N. STEINBERGH, *President.*
JOHN HENSHALL, *Secretary.*

While this was recognized as a radical step to take at that time, there was no refusal to comply with the request of the Albany society. It was, in fact, no more than the Philadelphia society had reluctantly conceded to the New York society in 1809. The Albany society seems to have refused to permit its members to work in offices with men receiving less than the scale almost from the first. This society seems to have been the first to give currency to the term "rat" as applied to a printer who works for less than the established wages, and struck against the employment of a man designated as a "rat" in 1821. To the credit of this stormy little society in Albany, N. Y., let it be said that in a subsequent letter it took up the case of at least one of these men and rescinded its action. The

letter gives an inside view of the industrial conditions of the time which renders it pre-eminently worth preserving.

We have become more fully acquainted with the causes which compelled Stephen Dorion to accept of the illegitimate prices. It appears he was among the first of those who refused to comply with the views of the employers and consequently lost his situation. He went to New York in pursuit of work but could not procure any. He returned again to this city and after sacrificing all his property, amounting to about \$100, besides contracting a heavy debt for the support of his family, with starvation staring him in the face, without the least hope or possibility of procuring any assistance from our society, and, from the conviction that "rats" in abundance could be procured to carry on the work of destruction, he chose rather to work at reduced wages than to become an inhabitant of a gaol or a poorhouse. Therefore, we hope he may be exonerated from the odious appellation of "rat."

Twenty years later (1838) St. Louis, Mo., protested against a too strenuous hounding of "rats," and it was one of the first acts of the national organization of 1852 to call a halt on the abuse of this custom by local societies.

From 1816 to 1827, so far as can be determined from the minutes of the Washington society, communications between the various societies practically ceased, but each was active in its own field. The problem of a uniform wage scale throughout the country, begun by the complaint of the employers of New York City in the strike of 1815, now became a serious question to the societies from another point of view. The price lists were printed separately from the constitutions, and the earlier constitutions in most societies made no direct reference to wage scales. Some members claimed that working for less than the wage scale was not a violation of the constitution. Roving printers also claimed that if they did not work below the scale of the society they had originally joined they were not violating any obligation. The Washington society's scale was higher than that of any northern city, and, as the government printing made the capital a sort of Mecca for "tramp" printers, this society became the first serious victim of this subterfuge.

To settle the claim made by home members, who insisted that the scale was not a part of the organic law, the society, February 1. 1817, ordered 250 copies of the constitution printed "with the list of prices annexed thereto." This plan was adopted by Boston in 1825, and gradually by all societies, and the reason for it is as stated above. It is kept up to this day by

local printers' unions. This, however, only partially settled the trouble with itinerant compositors.*

April 4, 1818, the society adopted an entirely new constitution, both in preamble and nearly every section. It broke away, practically, from the ultra conservatism of the Philadelphia model, and placed the Washington society more in line with that of New York City prior to its acceptance of a legislative charter.

The special agitation of the apprenticeship question began in Washington in 1818, and while the constitution of that year does not go beyond requiring "a satisfactory apprenticeship," nevertheless from the minutes it is learned that candidates for membership were not only vigorously questioned on this point, but were required to prove by written statements from "their masters" that they had served "a four years' apprenticeship." Even after admission members were held liable to expulsion if it was discovered that there "had been irregularities in his apprenticeship." A case of this character came up July 16, 1818, when it was charged that one Fleming had no right to membership. Fleming proved that he had served two and a half years' apprenticeship in Dublin, Ireland, and afterwards a short-term apprenticeship in Philadelphia, but this was claimed irregular, as the entire term must be under one master to protect the trade against "runaways." The vote on his expulsion being a tie, he was saved only by the casting vote of the president. The constitution of 1818 provided for certificates of membership, especially traveling certificates, and remitted the dues of members while traveling outside the District of Columbia, provided they joined any other society while so traveling and brought back with them a clear record from the society so joined. February 16, 1819, the society ordered 250 certificates of membership and made it obligatory for mem-

*The division of sentiment on the uniform wage scale was apparent in the call for the national convention of 1836, in which the Washington society sought to estop the convention from dealing with uniform rates by the very terms of the call, while Cincinnati had made the original request for a national convention in the hope of securing uniform rates of wages. In the convention of 1854 a resolution was introduced that all members should consider the bill of prices a part of the by-laws, and the convention of 1855 formulated a pledge to be taken by all members, which covered the question in the following manner:

I, ———, hereby solemnly and sincerely swear * * * that I will without equivocation or evasion, and to the best of my ability, so long as I live, abide by the constitution and by-laws, and the particular scale of prices of work acknowledged and adopted by this or other typographical unions of the United States, of which I now am or may become a member, and that I will at all times, by every honorable

bers to carry them when at work, whether in the District or out. The constitution was again revised in 1821, when the faction opposed to any trade interference had again secured a majority in the society. This revision is not here reproduced, as there are no important changes, except that four years' apprenticeship is made an "indispensable qualification for all persons hereafter admitted." All reference to other societies was stricken out, and a member absent from the District must pay dues upon his return precisely as though he had not been absent.

The first clause of article 17, section 1, states that "a majority of the society shall determine on all charges alleged against any member, whether they are of a nature cognizable by the rules of the society." As the event proved, it was under this provision that all interference in trade matters was to be ruled out of order by the "alimoners," who at that moment held a majority against the "industrialists." The society was not ready, however, to take a step which might compel the surrender of its right to interfere in wage matters. At a meeting held December 1, 1821, a resolution was introduced looking to the incorporation of the society by Congress. The trade-regulating element among members feared that this would result, as it had in New York City, in taking away all power to interfere in prices of labor. It being pretty generally conceded that this might result, the debate was along that line. The vote was a tie, the president casting his vote against the project of incorporation. It was not until October 4, 1823, that a

means in my power, procure employment for members of our union in preference to all others. So help me God.

Gradually the eastern and southern societies had educated the itinerant printers and gotten rid of the uniformity question when it came up again from the river cities upon which it had been forced by the steamboat printing office. Even in the Chicago convention of 1858 the demand for "a uniform price list for all unions in the United States" came up. The "demand" came from the river cities as usual. It was finally disposed of at this convention of 1858 by the adoption of the following resolution:

Resolved, That it is hereby recommended by the National Typographical Union that the subordinate unions of Louisville, St. Louis, Memphis, and New Orleans confer with each other for the purpose of establishing a uniform scale of prices for work done by printers on steamboats running on the Ohio, Missouri, and Mississippi rivers, and that the united action of the New Orleans, Memphis, St. Louis, and Louisville unions shall be regarded by the National Typographical Union as having full power and authority to regulate all matters pertaining thereto, provided that the representatives of the unions named may admit to their councils representatives from other places interested.

trade question was forced before the society, at which time the question as to whether or not setting minion for 30 cents a 1,000 ems on a newspaper was a violation of the price list was decided in the negative. April 3, 1824, charges were lodged against three men—one a foreman, one a proprietor for whom the others worked, and the third a journeyman—all members of the society, charging the two former with paying the latter less than the scale, and the latter with working under the scale. The contention was that it was none of the society's business, if all parties to the arrangement agreed to it willingly as individuals.

The test of strength between the two factions came on the question as to whether this was a charge "of a nature cognizable by the rules of the society," under article 17 of the constitution, and a majority voted that it was. The membership of the society had been waning for some time—but 6 new members joined in 1821, 5 in 1822. Some improvement began to be noted, however, and in 1824 for the first time the society joined in a civic parade on the Fourth of July as a society, wearing silver "printer's rules" as badges. From the minutes it appears the society was out in full force, forming "in front of the President's house." In the parade they had a press on a wagon "printing and distributing from it copies of the Declaration of Independence."

At the June meeting in 1827 the spirit of the progressive element began to stir anew, and a communication was ordered to be sent to the New York City and the Philadelphia societies. For ten years there had been no correspondence between these organizations. The letter of the Washington society brought replies from both the societies addressed. They were faint-hearted letters, however, indicating that those societies as such were not more progressive than this one at that time. The letters are not of sufficient historical interest to reproduce them here. Of considerable more importance is a resolution introduced by Mr. W. H. Blaney, January 5, 1828. Mr. Blaney was a member of both the Philadelphia and Washington societies. During 1827 he had been visiting in New York City and Philadelphia. His acquaintance with the views of the printers of these cities was wide, and the plan he proposed was without reasonable doubt approved by a strong minority in all three of the societies, though it must be remembered that the New York City society was prevented by its legislative charter of 1818 from embarking in such a project, nor is it entirely certain that the Philadelphia society had not as a society lost its control over price regulation. Mr. Blaney's plan was embodied in the following:

Resolved, That a committee be appointed from this society to devise means to form a connection with the Philadelphia and New York typographical societies for the support of prices in each city, and report the same at the next stated meeting.

The resolution was tabled, as the time was not yet come for this. Here, however, we have the first hint (unless it be true that the New York society did make the same proposition to Boston in 1816) of a grouping of printers' organizations, such as was accomplished in 1836.

From 1828 on the scrutiny of applicants for membership, on the point of their having served a full term of apprenticeship, became more and more searching and jealous.

The trouble with the printer to the United States Senate, Gen. Duff Greene, which cemented the scattered societies and made new ones, and of which much will be said later, began early in 1829. At a meeting held July 4, 1829, the president of the society reported that he had held several fruitless conferences with and had six letters from "Mr. Duff Green on the subject of a reduction of the established prices."

At the meeting of February 7, 1829, a resolution to have the society incorporated by Congress was voted down by a decisive majority. This idea of incorporation was always associated more or less with that of surrendering control over wages, and the time for that had passed. A new impetus was coming to organization—new plans forming, a new opponent arising, who in an attempt to crush was destined to solidify the trade organizations.

THE PERIOD FROM 1830 TO 1852.

The fatal mistake of the early societies was the "free membership" section in their constitutions. A member who paid his dues for a certain period—ten years in Washington, ten years in Baltimore, and twenty in Philadelphia, or who paid a lump sum equivalent to the accumulated dues of such periods, became a free member, entitled to all the benefits of the societies without further payment. When this maturing period arrived the society found itself with a list of non-paying members which acted as a discouragement to new members, because on the latter must fall the entire expense of the organization while the "free members" got most of the benefits.

The societies generally ceased to exist about the time the first list of free members appears. Baltimore, organized in 1814 or 1815, ceased to exist in 1825 or 1826; Philadelphia, organized in 1802 (with a twenty-year paying period adopted in 1810), disbanded to reorganize on another basis in 1831, and so on. The reason the Washington society did not go down

under the baneful influence of this provision was that the printing business in Washington was so unevenly distributed. When Congress was in session the city was filled with itinerant printers who paid their dues while they stayed, but few of them settled down so as to ever become "free members." This influx and exodus of printers, resulting from sessional work, made possible the preservation of the Columbia Typographical Society, notwithstanding this defect in its early constitution; and this society, by the preservation of its minutes, has made possible a fairly comprehensive study of the character of these early societies, as well as furnishing a fair index, through its correspondence, of the progress of organization elsewhere.

The older organizations, almost without exception, called themselves societies. The new organizations were adopting the term "association." In 1830 the New Orleans Typographical Association was organized, as appears from a notice of organization sent by it to the Philadelphia society. In 1832 this New Orleans association issued a price list, radically increasing the scale of wages; no copy of this list has been found. This organization seems to have collapsed within a year or two, and was reorganized, or another of the same name organized, May 9, 1835.

The printers of New York City were becoming dissatisfied, and a strong element began to feel that the typographical society, hampered as it was with legislative restrictions, was not sufficient for their needs. On November 19, 1830, a mass meeting of printers employed on the daily papers of the city was called, and the following resolution passed:

Resolved, That it was never the intention of the printers employed on the morning and evening papers to make a schism between themselves and the New York Typographical Society (some of whom are members of that society). So they disclaim and refute the many insinuations prepared to convey that idea.

It is not at all clear that the old society attempted, as an organization, to check the move to organize the printers along trade lines; and it is certain that many members of the old society became members of the new when it was formed.

The formation of a new association along strictly trade lines occurred June 17, 1831. A price list was issued for the enforcement of which the association seems to have become immediately involved in a strike. The organization continued in existence until about 1840. It should be understood that its organization was mainly due to the compositors on daily papers. There were 220 members in 1833.

The constitution of 1833 was prefaced with a most remarkable document, called "Introductory remarks." Probably no similar statement covering the period will be found written by workmen themselves. They give their point of view in language which, to put it mildly, must be considered vigorous. Some of the conditions complained of were local to New York City, but many of their grievances were general in the trade, and especially that of what would now be called child labor, out of which grew the apprenticeship restrictions later on.

Notwithstanding its length, the undoubted historical value of this document warrants its complete transcription here. It should be explained, perhaps, that in this, as in all the early documents, the term "printer" is often, though not exclusively, used to denote the employer, or proprietor, of the printing establishment, instead of the journeyman or compositor.

INTRODUCTORY REMARKS.

The Typographical Association of New York was instituted on the 17th day of June, 1831. It may not be deemed improper to state some of the causes which led to its formation; and, in doing this, it will be necessary to revert to the condition of the printing business for some years past.

In the year 1809, the New York Typographical Society was formed, for the purpose of sustaining a uniform scale of prices, and of affording pecuniary relief to the sick and distressed of its own members, their widows and orphans. This institution has continued to the present time; but the principal object of its first formation has long since ceased to claim any part of its attention. In 1812, war occurring between this country and Great Britain, the business suffered extremely, and continued in a depressed state until 1815 or 1816, when it was found necessary to call a general meeting of the journeymen in the city, to take into consideration the propriety of revising the scale of prices; and after considerable debate between employers and employees, a scale was agreed upon, which was adopted by the New York Typographical Society. The demands of the workmen were very generally acceded to, and for some three or four years business was very brisk.

In the year 1818, the society was incorporated by an act of the legislature, and, being prohibited by the terms of its charter from interfering with the scale of prices, it became merely a mutual benefit institution.

In the meantime, the seeds of declension in the trade were gradually sown, and the fruit began to appear in various ways. Some printers from a distance, having heard that business was good, and being determined to obtain it at all hazards, located

themselves among us; and to secure a sufficient quantity of work commenced operations on terms that could not be afforded, if they wished to obtain a fair remuneration for their labor, or act honestly by the workman. The consequence was, that while a few grew rich at the expense of the journeymen, old established printers, who had before paid honorable prices, were obliged to reduce their charges for work, or lose much of their business; and as their receipts were diminished, the wages of the journeymen were by degrees reduced, until, instead of a uniform scale of prices, every man was compelled to work for what he could obtain.

Another cause of depression was the practice, which then prevailed, and has continued more or less to the present time, of employing runaway or dismissed apprentices for a small compensation. These were called two-thirds men, and have always proved a great pest to the profession. Added to this, roller boys, having gained admission to the interior of a printing office, have in a short time found their way from the rear to the front of the press, to the discharge of the regular pressman.

The trade, also, as far as pressmen are concerned, had suffered extremely by the applications of machinery to that branch of the business; and while a few individuals were growing rich, as they asserted, for the benefit of the public at large, many who had spent from five to seven years of the flower of their lives in acquiring a knowledge of their profession, were left without employment, or were obliged to resort to some business with which they were unacquainted, and thus constrained to serve a sort of second apprenticeship.

Matters continued in this condition for a number of years. Meantime the business of stereotyping had increased to a great extent; and the numerous improvements in the art, or rather the motto of *multum in parvo* literally reduced to practice, rendered it every year more and more difficult for compositors to support themselves and their families. To the disgrace of some employers, every advantage was taken of the necessities of the workmen, and impositions were continually practiced upon them.

Men, however, when borne down by oppression, rise in their strength, and assert their rights. The journeymen printers of the city of New York, from a sense of justice to themselves, and those employers who had uniformly paid honorable prices, resolved to unite as an association for the purpose of elevating the business to a proper level. Numbers of them were engaged on the several daily newspapers of this city at prices deemed sufficient when there was little labor and scarcely any competition, but which were found totally inadequate when all

vied with each other to present the latest news to their readers. To accomplish this, the workmen were almost entirely deprived of their rest for nights together.

Scarcely any employment can be more laborious than that of publishing a daily morning newspaper. Many of the offices are in the most crowded parts of the city; and, not having been built for the purpose, are illy calculated to afford a good circulation of air, or what is next in importance, good light. To the injurious effects of these and similar causes, many of the most worthy of the profession have fallen victims; and others, after a short endurance, have found their faculties so impaired, and their constitutions so debilitated, as to be rendered incapable of undertaking any other permanent employment for their future support. It requires the united exercise of the mental and bodily labor of the persons employed, for nearly the whole night, and a considerable portion of the day; being seldom able to allot more than seven hours to rest and refreshment. To be thus confined for such a length of time, inhaling the stagnant air of a printing office, is sufficient to enervate a man of the most vigorous constitution.

Under all these circumstances, a general meeting of the trade was called about the 1st of June, 1831, at which a committee was appointed to draw up a just and equitable scale of prices. The committee made their report to an adjourned meeting, which adopted it; and on the 17th day of the same month the Typographical Association of New York was established, and a constitution and by-laws framed for its government.

A circular to the employing printers was forthwith issued, covering the new scale of prices, and respectfully asking them to accede to it. Most of them, to their honor, saw the justice of the demand, and promptly awarded the wages asked for. There were some, however, both among the book offices and daily newspapers, who altogether refused, and have managed, from that time to the present, by a constant change of workmen (for no honorable journeyman after a knowledge of the facts would remain a moment in such degraded employment), to evade the demands for a fair compensation. It is a source of consolation, after all, that the expenses of those establishments where the prices are not paid are greater than those where they are, owing to the incompetency and dishonesty of those employed.

Among the means made use of to depress the business by those who withhold from the workmen their just demands, has been advertising in several of the newspapers in Scotland, and elsewhere in Great Britain, that a great opening for printers existed in New York, thereby inducing many to leave the com-

forts of home in the old country, to seek for a precarious subsistence on this side of the Atlantic. Many, to their regret, can testify, of the truth of this assertion; and the feelings of the man, by whose unprincipled conduct this breaking up of kindred and subsequent disappointment in obtaining the means of support have happened, are not to be envied. Perhaps the day may come, when remorse, like a subtle poison, may lurk about his heart, and cause him to do an act of justice to those who have been swindled by his deception.

When the association was informed of the means taken by unprincipled men to injure the business, a circular was immediately addressed to the printers of the United Kingdom of Great Britain and Ireland, and dispatched by one of its members. The association has since learned, by letters from Europe, that the appeal has had an extensive circulation, and has tended in a great measure to counteract the evil contemplated by the original advertisements.

Since its formation, the association has steadily advanced in strength and respectability, and has repeatedly been called upon to settle disputes arising between employers and journeymen; and it is gratifying, that, in all instances where it has been appealed to, its decision has been respected and acted on by the parties concerned.

These repeated appeals, in cases of difficulty, have induced it again carefully to revise the scale of prices, explaining those points which were before involved in doubt, and amplifying others, so that no other construction can be given to them than the true one. As the trade has for a long time, and particularly since the introduction of stereotyping, been burdened with numerous grievances and vexations, which, while they employed much of the journeyman's time, were never paid for, these things have in the revised scale been taken into consideration, and a proper compensation awarded. In doing this, however, proper attention has been paid to the interest of the employer; for if any of the vexations spoken of arise from either carelessness or the want of skill of the workmen, it shall be at his expense. It is intended that the revised scale of prices shall be for the benefit of both honorable employers and journeymen who know their business; but shall be of no service to those unfledged apologies for humanity who obtrude themselves on a profession of which they know nothing, and to which they can be little else than a burden and a disgrace.

Many of the latter class of individuals have made their appearance in this city, in consequence of advertisements inserted in papers whose proprietors do not pay the prices; but they are found, on trial, to be too bad even for such infamous uses.

Some of them are runaway apprentices ; others are destitute not only of honorable feeling but of all knowledge of their business, and generally trace their defects to the want of proper instructions from their masters. The consequence to the good workman is, that he is frequently made to suffer from errors committed by these pretenders.

As all institutions, in their infancy, are liable to imperfection, the Typographical Association could not expect to be exempt from the common lot. It was found that the constitution under which it has hitherto acted, was in many things defective; and it was deemed proper to appoint a committee to revise that instrument. This has been done, and the association, after a long and arduous discussion adopted a constitution, by-laws and rules of order.

It now only remains for the members to be just to themselves and the printing business will take its proper stand in the community. To do this it is necessary that all journeymen coming within the jurisdiction of the association should become members, and strictly abide by the principles of the constitution.

December 6, 1834, the Columbia Society at Washington received a letter from the New York Typographical Association containing a list of the "rat offices," and another of the individual "rats" in the city. The strike had not been entirely successful, but the association recovered and seems to have been strong enough in 1835 to prevent the employment of non-union printers in New York. The evidence of this, such as it is, is to be found in the minutes of the Washington society, which show that September 26, 1835, a former member of the society, expelled for his connection with the strike of March, 1835 (the Duff Green strike), plaintively asks to be reinstated, his principal reason being that he wants to go to New York.

"I have," he says in his application, "for a long time past wished to go to New York, but I cannot procure employment there without I take with me a certificate from this society, which, of course, I cannot procure unless the society will reinstate me in my membership, which I now most respectfully and earnestly request them to do."

Some doubt about the association's power to prevent employment of non-union men in the city at least two years later is, however, suggested by the impassioned address of June 29, 1837, which it issued:

To the journeymen printers of New York City and vicinity:

FELLOW-CRAFTSMEN: At an adjourned meeting of the Typographical Association of New York City held at the association

rooms on Saturday evening, June 24, 1837, information having been given of a regularly organized "combination" on the part of certain of our employers to take advantage of the present depressed state of our trade, and business in general, in order to reduce our present prices, and to render us, if possible, obedient vassals to the nod of the oppressor, a committee was appointed to address you in this particular, and urge you to a prompt and resolute resistance.

That committee is of the opinion, that the time has now arrived when you are to prove to the world one of two things—either that you are freemen and capable of understanding and maintaining your rights; or that you are base and servile sycophants, ready and willing to receive whatever compensation and terms your employers may choose to allow.

You are now to show whether, in your judgment, your employers or yourselves possess the right of fixing a value on your labor. If there yet remains one spark of the courage, manhood and determination which sustained you when forming the present scale of prices, let the employing printers of New York and the United States, see that it still exists, and can be easily fanned to a flame; let them see that the insignificant and paltry pittance which you now obtain for your support shall not be reduced at their pleasure—that for them to grow richer you will not consent to become poorer.

That a pressure exists, and that it is more difficult for all employers to procure money with which to meet expenses, we are all aware, but why should your wages be reduced on that account?

The prices for printing advertisements and for newspapers have not been reduced.

The prices that are now paid to printers are no more than will barely support them, and the common necessities of life are even higher than when your present scale was formed. Then why should you submit to a reduction? Why be the passive minion of the will of tyrants?

The committee can discover no reason why you should, and it is their opinion that if true to yourselves you will not be.

Depend upon it, that if, in obedience to the mandate of grasping avarice—if because your employers say you must, you determine to yield, and go to work for less than the scale demands, you will not only cover yourselves with the consequent odium but you will necessarily involve yourselves in debt from week to week; for it is folly to suppose that if your wages are once reduced your employers will of their own accord advance them again, even though business should resume its accustomed course. No, having accomplished their purposes, and

brought you in submission to their feet, they will keep you there, and the iron hand of oppression will be laid more heavily than ever.

Your employer knows well, that without constant employment, your wages are not sufficient for your support, and those of the unholy alliance which is now raising its hydra head against you, are no doubt impressed with the belief, that by seizing upon the present period of depression in the trade, they may compel you to work for whatever they may please to pay.

The committee would not be understood to include all employers as coming under their just reprehensions. No, thank Heavens, there are honorable exceptions, there are employers who have an eye to the comfort and happiness of their employees, their reward no man can take away, for it consists in the pleasing consciousness of an exercise of a measure of justice and the performance of noble action.

Our criticism applies to but a dishonorably combined few, whose object seems to be to shift the severity of the times from their own shoulders to the shoulders of their journeymen, caring little for their sufferings so that they escape—fattening on the profits of your labor, while your wives and children are denied many of the common necessities of life.

The truth is your employers are much more able to pay the existing prices than you are to have your wages reduced, the pressure operates in a much greater degree to your disadvantage than to theirs, the depreciated "shinplasters" of the banks, which are bought up, no doubt, with considerable profit to the purchasers, are palmed off upon you in requital for your toil, as though each rag was worth its face in gold, these rags you must take, though on every dollar you get for your labor you suffer a heavy loss. Patiently you have borne all this, and would continue still to bear it; but in the name of even-handed justice, and for the sake of Heaven, your wives and your children, let the line of demarcation be here drawn—say to the over-reaching oppressor, Thus far shalt thou come, but no farther.

The committee are well convinced that the chief reason the unprincipled combination of your employers have thus dared to invade your rights, and attempt the reduction of your wages, is because of a rumored want of the union spirit among yourselves. Without union nothing can be effected—with it, everything. Come forward, then, you who are not members of the association; and join in putting a shoulder to the wheel. Support the association, and the association will support you. There are some of you now in the city who are not members, why is this? You all receive the benefits which result from it.

Why, then, do you not join it, and thereby extend its benefits?

The committee would also respectfully impress on the minds of the members the necessity of a strict attention at all meetings of the association and a firm support of its principles. Let each and all of us determine upon union, strong and effectual union, and let the watchword be, The prices of the association must and shall be sustained.

CHAS. A. ADAMS,
H. D. BRISTOL,
W. H. MCCARTENAY,
GEO. HATTEN,
W. N. ROSE,
Committee.

June 6, 1840, it sent out another "rat list," which seems to indicate that it went down in another strike during that year, and was followed by the Franklin Typographical Association of 1844, which will be referred to further on.

The Baltimore Typographical Society, being the second of the name, began its existence November 26, 1831, with 25 original members, adding 24 more names to its roll within a month. This seems to have been about all the journeymen printers in Baltimore, as during the next six months, or up to June 30, 1832, it had added but 5 members. At that date it had expelled 1, and 5 had forfeited membership. The constitution and scale of prices were not adopted until June 2, 1832. This organization still exists as Typographical Union No. 12, and, next to the Washington union, is the oldest existing trade organization among the printers, it being, of course, understood that while the Philadelphia organization of 1802, and that of New York of 1809 still exist, they have long since ceased to be labor organizations.

In the minutes of the Columbia Typographical Society, under date of February 3, 1832, is mentioned a communication from the Typographical Society of Cincinnati, Ohio, asking for the Washington list of prices, and announcing the organization of the printers in Cincinnati.

In November, 1833, the Philadelphia Typographical Association was formed, the society of 1802 having become a purely benevolent institution in 1831. This organization immediately opened a correspondence with all other known societies, as was beginning now to be the custom, and at its meeting held June 27, 1835, passed the following:

Resolved, That an advance of $2\frac{1}{2}$ cents per 1,000 ems be demanded in addition to our present scale of prices.

Resolved, That work by the week in book and job offices and on afternoon papers be \$9 per week (10 hours to constitute a day's work) and 20 cents an hour for overwork—morning papers to be charged \$10 per week where they work by the week.

This association seems to have gone out of existence in 1839 or 1840.

Early in 1834 the Benevolent Typographical Society of Richmond, Virginia, was formed, and on March 1 issued a letter to all societies. This letter is here reproduced, not alone because of its value in describing labor conditions in the trade, but as further evidence that "benevolence" was not the most serious purpose of these organizations even when they put it first in their name. In reading the statement that no "rat" could obtain work in Richmond, it must be remembered that "rat" meant a man working below the scale, and not necessarily that a non-member of the society could not secure employment.

RICHMOND, VA., March 1, 1834.

DEAR SIR: The journeymen printers in this city have recently formed a society. Previous to the formation of this society we had no regular prices. The highest price given was 25 cents for both MS. and printed copy. On the 1st of February of the present year, we adopted a constitution (a copy of which I herewith communicate); together with by-laws for our government, and likewise a scale of prices. This scale of prices, as you will perceive, fixes the price for the composition of MS. at 30 cents—that for print at 28 cents—5 cents for MS. and 3 for print more than the highest price previously given. There was no alteration made in the price for presswork, the wages previously given being generally considered sufficiently high—the demand for pressmen having always been so great as to put it out of the power of the employers to make deductions in that branch.

The scale of prices was adopted on the 1st of February. A resolution passed requiring them to go into operation on the 10th of that month. The employers were furnished with a copy of the list of prices on the 3d—very short notice. When the 10th arrived, the employers, without a single exception, gave the wages asked for.

Things go on as smoothly under the new arrangement as before. All the printers here, with the exception of four or five, have joined the society. These, however, receive the wages fixed by the society. So far we have no rats. Before the society was formed we did have a few, who did not receive the highest prices then given. All of these have joined the

society and promised to receive, in future, for their labor no less than the wages fixed by our scale of prices.

I deem it unnecessary to say more at present than to desire you to send us a copy of your constitution, &c., that we may see how our brethren in your city are driving on. I likewise desire that you will write me a few lines, giving a history of the origin and progress of the society of which you are a member, and to lay this communication before your society at its next meeting, that they may know we have formed a society here, and so on. Communicate, likewise, if you please, the fact of the existence of our society to as many societies of this kind as you may know to have been formed. I desire this, not to put you to trouble, but to be sure of giving the information desired. It is my intention to write to as many as I have yet heard of. If you will be so kind as to comply with my request in this particular, be pleased not to omit to state that it is impossible to obtain work at our business in Richmond as a rat, so as to save those whose intentions were to make the attempt the trouble and expense of the voyage.

Respectfully,

R. S. REDFORD.

Cor. Sec. Ben. Typ. Soc of Richmond.

THE CORRESPONDING SEC'Y TYP. SOC'Y AT WASHINGTON.

N. B.—I should like to hear from you previous to the next meeting of our society, which takes place on the 1st Saturday in April.

R. S. R.

It will be necessary here to relate the trouble that the Columbia Typographical Society at Washington had in 1834 with one of the local newspaper proprietors, Gen. Duff Green, who was also printer to the United States Senate. This difficulty drew the typographical organizations of the country into closer touch than anything before had done, and led directly to the national organization of 1836.

The apprentice question had been a source of infinite trouble to the societies from the very first. From time to time the term of apprenticeship had been lengthened by various societies increasing it from three to four, then from four to five years, in the vain hope of reducing the competition from this source. But there was no effective means of preventing apprentices from running away, and the longer apprenticeship only increased the temptation to do so, hence made matters worse. True, the master could legally compel the return of a runaway, if he could find him, but the supply of new apprentices and of other runaways willing to work for one-half or two-thirds the

established price for journeymen made it unprofitable to search for escaped apprentices. The fact that a runaway apprentice could, and would be so employed at rates higher, to say the least, than his apprentice rates, operated also to put a premium on running away. All of the early societies had had more serious trouble with this than had that of Washington, which was exceptionally fortunate in many ways. In 1833, however, General Green began employing "two-thirders" on his paper, the United States Telegraph, and later introduced a large number of boys as apprentices in doing the government printing. He now proposed (1834) to establish what he called the Washington Institute, but which was termed by the printers "a manual-labor school." In this institute he proposed to take 200 boys each year and teach them the printing trade, allowing them \$2 a week each for their work, which \$2 was not, however, to be paid to them, but kept as a trust fund and invested by their employer for such of them as should remain with him the full period.

The first intimation of the excitement which this matter finally caused is found in the special meeting of January 11, 1834. At this meeting its president stated that its object was to take into consideration the subject of Gen. Duff Green's speech at the late celebration of the Columbia Typographical Society, and to adopt such measures as would more effectually protect the society against his plans, if attempted to be carried into execution, and concluded by offering the following preamble and resolutions:

Whereas, at a late meeting of the Columbia Typographical Society, Duff Green, editor of the United States Telegraph, did declare that he intended to monopolize all the work that was possible, and that he had intended to employ a large number of children to take the place of the journeymen now employed by him, and that he wished to raise up a respectable class of men to take our places; and

Whereas the patronage of the press of this city is almost wholly derived from the government, and that we have a right, as men, to participate in its profits, which his views if carried out, would engross to himself, be it

Resolved, That the Columbia Typographical Society are desirous of adopting such measures as shall be advantageous to the employing printers, in this city, insure their own rights, and preserve the respectability of the profession.

Resolved, That we look upon the proposed measure of Duff Green, editor of the United States Telegraph, as visionary in

its final results, subversive of our rights, as journeymen printers, and destructive of the profession to which we belong:

Therefore resolved, That a committee of — be appointed to take the subject into consideration, and prepare a report of their deliberations, which when they have completed, they shall submit to a general meeting of the printers of this district, to be called by them, at such time and place, as they shall deem fit and proper.

After considerable discussion, Mr. Freeland offered the following as a substitute:

Resolved, That it is the opinion of this society that the practice which has lately come into vogue, of employing an undue number of apprentices, is destructive of the rights and interests of journeymen, and detrimental to employing printers:

Resolved, That a committee of three be appointed, whose business it shall be, whenever they shall think it necessary to do so, to call a general meeting of the printers of this city to take the subject into consideration.

The committee at this time reported against taking any action until something more definite was evolved. Up to this time no organization of printers had attempted to restrict the number of apprentices. In nearly every city except Washington the custom of employing a few journeymen to direct the work of many so-called apprentices was firmly established. In a letter to the Columbia Typographical Society March 21, 1834, Gen. Duff Green takes the position that any objection to his "school for printers" by the society must be based upon an assumption of the right of the society to "regulate the number of apprentices which I may think proper to employ, and to otherwise interfere so as to defeat the end I have in view."

In reply the society denied that it "assumes the right to regulate the number of your apprentices or that of any gentleman." In a letter dated April 7, 1834, General Green says to the society's committee:

Your society can have no right to inquire into the age of the persons whom I employ. * * * But, if instead of employing 50 journeymen, I find it to my interest to employ but 10, any attempt on your part to enter into a combination to drive those 10 out of my employment, without I would give employment to the other 40, would be an offense against my rights, for which the laws have made ample provision, and which it would become my duty to enforce.

An elaborate "prospectus of the Washington Institute" was carried on the first page of Mr. Green's paper, the *Telegraph*, for some time, acting practically as an advertisement for boys to fill his school. The society appointed another committee to report on the matter. This committee was of the opinion that Mr. Green would be able to fill his school (this being the point upon which the former committee had advised nonaction), and recommended that a protest be formulated and given as wide a circulation as the prospectus had enjoyed. This protest was accordingly issued, and sent not only to every printers' society but to the unorganized printers employed on the principal papers throughout the United States. In addition to this protest, which was issued by the society as such, a pamphlet was published containing the proceedings of a public mass meeting, together with an "Address to the people of the United States," emanating from the meeting (such addresses were common in those days), the expense of printing the pamphlet being met by a collection taken up at the meeting. The Baltimore society had taken action on the subject from newspaper reports and sent a letter to the Columbia society in time to incorporate it in the proceedings of the public meeting. It will be noted that the protest contained an appeal to journeymen printers not to come to Washington to act as teachers in the proposed school. It was the fear of this that prompted the appointment of a committee of seven, under the following resolution, adopted March 7, 1834:

Ordered, That a committee of seven members be appointed by the chair, whose duty it shall be to confer with each other, and report to this society, at their next meeting, what, in their opinion, would be the most proper and effectual course to pursue to bring about the establishment of a national typographical society.

Response was received from the typographical society at Louisville, Ky., inclosing a copy of its constitution and resolutions against "the Duff Green school for printers," and on the same date from Charleston (S. C.) Typographical Society, indorsing protest against the school. This is the first reference found to these societies. Richmond, Va., responded, and later other southern societies. December 13, 1834, the Philadelphia association notified the Washington society that Gen. Duff Green was employing printers in Philadelphia and elsewhere "on condition that they should have no connection with the society," and that as fast as he secured "strangers" "society men" were being discharged. Matters went on from bad to worse until a strike was declared against General Green March

14, 1835, the causes alleged being "against the employment of too many apprentices," for the society's scale of prices (or against "two-thirders"), because of discrimination against "society men," and for the discharge of the foreman. With the details of this long strike itself we have nothing to do. It was, however, the occasion of bringing the scattered associations into closer touch with each other. For the first time in its history the Washington society sent out a "rat circular." Philadelphia and New York promised to restrain their members from accepting employment in the Washington establishment, and the Philadelphia association expelled all its members who did so. Later the Washington society asked New York, Philadelphia, Baltimore, and Boston for a list of all "two-thirders" and names and description of all "rats" in those cities. This request seems to have been ignored.

October 14, 1835, the Washington society passed the following resolution:

Resolved, That the members of this society having heretofore determined not to accept employment in the office of Duff Green, do still adhere to that resolution, and will neither accept employment in that office, nor in any other office in which any hands or hand employed by the said Green since the 28th of March, 1835, or by his successor, E. R. Gibson, may hereafter be employed, until the obnoxious individual or individuals be discharged.

This sweeping resolution, exceedingly radical for that day, and certainly so for this society, was forwarded to all other societies in the United States and indorsed by most of them, thus foreshadowing the action of the national convention of the next year (1836), making "a rat" so declared by one printers' organization to be considered such by all.

Two other societies are mentioned in 1835 for the first time. First, that of the Mississippi Typographical Association, of Natchez, Miss., which sent out a "rat list" as a result of a strike September 19, 1835, and another communication November 6; and, second, the New Orleans Typographical Association, organized May 9, 1835, indicating that the society organized there in 1830 had ceased to exist.

In June, 1835, the Franklin Society, of Cincinnati, had a strike against a reduction of wages in one establishment. It seems that "strangers" were brought in from Pittsburg and elsewhere. November 6, 1835, the Cincinnati society sent out a circular calling for a national convention. No copy of this circular has been found, but upon its receipt the Washington society appointed a committee to report on the subject.

Letters approving of the convention and promising to send delegates were received from Harrisburg (Pa.) Typographical Association, August 26, 1836 (first mention); Baltimore, July 30; Nashville, Tenn., August 26; Philadelphia, August 27; Cincinnati, August 28; Richmond, Va., October 14, and later letters along the same line were received from New Orleans, and from Mobile, Ala. (first mention). New Orleans named two members of the Washington society and asked that they be permitted to act as proxy delegates from New Orleans, thus inaugurating from the very start that system of proxy representation that has many times since so nearly disrupted organizations. October 14, 1836, the Washington society met to elect delegates to the convention and appoint a committee to arrange for the same, since it was to be held in Washington. At the meeting the society decided to "pay all the expenses of the National Typographical Convention."

The first convention of the National Typographical Society met in the aldermen's chamber, city hall, Washington, D. C., November 7, 1836, the session lasting five days. Delegates were present from the typographical societies in Baltimore, New York City, Washington, Harrisburg, Pa., Philadelphia, and by proxy from New Orleans. The delegate from the Philadelphia association was excluded from the convention, not because of any objection to the association, but because the Washington society succeeded in proving that the delegate himself was one of the men that had worked for a time in the Duff Green establishment during the strike. The Philadelphia association evidently was not aware of this when it elected him, as he was immediately expelled by that association.

The convention was welcomed in an address from the mayor of the city, Hon. Peter Force* who had joined the New

*Visitors going up in the Washington Monument may see carved in one of its largest stones the name "Peter Force." Students of industrial history prefer, however, to remember him by a monument of very different character. Mr. Force was for a number of years one of the proprietors of a job printing office in Washington. Here he executed many of the "broadsides" so characteristic of the time, and here was printed the constitutions of many civic societies of all kinds. He seems to have had a keen intuition of the historical value of things, and early began a collection of tracts, broadsides, constitutions, etc., which he ultimately gave to the Library of Congress as the Force Collection of Tracts—a veritable gold mine of industrial information, especially as relating to the Southern States. In those days tracts and "Broadsides" occupied relatively the position of magazine articles and newspaper discussions of to-day, and their preservation for future reference was of utmost importance. Mr. Force was of great assistance to the typographical societies as an employer in their struggle with the apprentice problem. As indicated in the text he was mayor of Washington, and was employed by the Government to plan or outline a system for a Government printing establishment.

York Typographical Society in 1812, and was its president in 1815. In 1816 he joined the Columbia Typographical Society, and became its first "free member" in 1826.

The convention adopted a constitution and issued two addresses, one to the various typographical societies in the United States, the other to the printers of the country in general.

To the local societies the convention appealed for a closer relation one with the other; proposing uniform regulations regarding apprentices; that runaways from one office should not be permitted to work in any other; that members expelled from one society for any good cause shall not be admitted to membership by any other society; that no member of any society should work in any printing office where such expelled member is employed, until he is reinstated by the original society; there was to be an exchange of "rat" lists, and most important of all, the societies were advised to open their doors to membership for all printers then working at the trade as journeymen, whether they served an apprenticeship or not; then after organizing all these, put up the bars and require a six-year apprenticeship. There had for years been two factions in the societies—one, seeing that the apprenticeship requirements were creating an army of printers sufficiently large to do all the work, outside of the societies because of ineligibility, wanted to temporarily let down the bars and organize the trade, and then increase the requirements; the other faction, sticking to the old traditions, sought to remedy the evil by increasing the severity of apprenticeship. It seems that the societies had elected delegates to the convention from the more radical factions in nearly every instance. This entire address should be carefully read as being a presentation by the workmen themselves of their view of the situation.

The address to the printers of the United States in general, whether organized or not, is likewise of importance and interest. There are a few references in this document that require some explanation at the present time in order to be understood. The early printer expected to work a short while as a journeyman, then start a paper or job office for himself. His employer was "a practical printer" like himself. The appearance of the publisher who simply owned the plant and employed men to do the work of editing as well as printing the paper alarmed the early compositors. These tirades against the "speculator on the labor of printers," and against "the hireling editor," are but the manifestations of his natural alarm at the commencement of the changing conditions. The advent of large capital into the printing business suggested to him the possible permanency of journeymanship for him as an individ-

ual. What he said and did was his protest against the prospect of being involved in a permanent wage condition.

A notice printed on the cover of the published proceedings of this convention of 1836, and dated November 26, is of interest. It follows:

Since the adjournment of the convention the committee on publication have learned with much regret that two attempts have in the South been made to injure the journeymen. They would, therefore, urge upon all printers in every city, town, and village where no society exists, to establish one as soon as practicable to enable them to be represented in the National Typographical Society in September next.

The "two attempts to injure the journeymen" referred, no doubt, to the strike in Richmond, Va., in November, 1836, to enforce the apprentice section of the local constitution, and to fight the union in Augusta, Ga., was making against that printers' Banquo, Gen. Duff Green, who had taken his boys' school idea with him and gone to South Carolina to organize "The American Literary Company." The Augusta association had gotten out a circular, similar to the Washington society's "protest," which circular was printed in the Washington papers at the expense of the local society. At the request of the Augusta association the Washington society had a transcript of its minutes, and all documents and letters relative to the Duff Green matter, made and forwarded to the former organization—no small nor inexpensive task in those pre-typewriter days.

The second convention of the National Typographical Society met in New York City September 4, 1837, with delegates from eight societies in the United States, and a fraternal delegate from Nova Scotia, who was seated with full powers, predictive of admission of Canadian unions into the National, thus forming the present International Typographical Union in 1869. It is doubtful whether the proceedings of this convention were ever printed. No copy has been found in the search for data for this report.

The general laws for the government of local societies appear to have been promulgated by the New York convention of 1837. They were gotten out in leaflet form by the Washington society for its own use, as follows:

COLUMBIA TYPOGRAPHICAL SOCIETY.

"Resolved, That the general laws recommended by the National Typographical Society to the local societies for their government be printed for the use of the members.

Test:

W. A. KENNEDY, *Secretary.*

DECEMBER 1, 1838.

GENERAL LAWS.

ARTICLE 1. Every apprentice shall serve until he be 21 years of age; and at the time of entering as an apprentice shall not be more than 16 years of age; and every boy taken as an apprentice shall be bound to his employer in due form of law.

ART. 2. No runaway apprentice shall be received into any office in the United States attached to the national association, either as an apprentice or journeyman.

ART. 3. That on the death of his master, or if, from any cause, the office wherein he was indented shall be discontinued, he may be taken into another office, and be regularly indented to finish the term of his apprenticeship.

ART. 4. After the 1st day of January, 1844, it shall not be lawful for any local society to consider any application for membership unaccompanied by sufficient proof that he had served the period of five years, as a regularly indented apprentice at the printing business.

ART. 5. That after the 1st day of January, 1839, it shall not be lawful for any local society to permit members of said society to work in any office where boys may be taken as apprentices to the printing business, to serve for a less period than five years.

ART. 6. The local societies shall have the power to establish such tariff of prices as may be suitable to the section of country in which they may be located.

ART. 7. It shall be the duty of all local societies, working under the jurisdiction of the national association, to sustain each other in their list of prices or such other regulations as they may adopt for their government.

ART. 8. That all local societies suspend so much of their constitutions as requires a term of apprenticeship as a qualification for membership; and that they admit all who are at work at the business as journeymen so soon as it shall be ascertained that the proposed regulations of the association upon this subject shall be adopted by two-thirds of the societies.

ART. 9. Any person presenting his union card from one society, under the jurisdiction of the national association, to another society under the same jurisdiction, and paying the monthly dues called for by their constitution, shall be entitled to the trade benefits of said society.

ART. 10. Local societies shall recognize but two classes of printers—employers and journeymen—that is, persons who carry on business solely as employers and those who work as journeymen in the manner prescribed, and at the prices demanded by such society.

ART. 11. It shall be the duty of local societies to have prepared an annual report of their condition, showing the number of members admitted for the year preceding; the amount of receipts from initiation, dues, and fines; the number of newspapers and periodical publications, together with all offices of whatever character, under the immediate control of practical printers, at the time of making such reports; also, those under the control of others than printers, and such other information as may be in possession of said local societies, in reference to the profession generally; said report to be transmitted to the national association at its annual meetings.

ART. 12. That the societies be requested to forward to the national association, annually, the number, as near as may be ascertained, of apprentices in the district of country over which the society has jurisdiction; also, of all the journeymen—distinguishing members of the society from others.

ART. 13. That men pronounced rats by one society, shall be considered such by all others, until reinstated by said society.

ART. 14. A local society, on the suspension or expulsion of a member, shall give information to all other societies as soon as practicable, and make annual report to the national association.

ART. 15. That it be made obligatory on the members of the respective societies to solicit all printers in good standing to join some local society.

ART. 16. That every society which may henceforth be established, transmit the title, list of officers, and its locality, to the corresponding secretary of the National Typographical Association.

ART. 17. The above regulations, when adopted by two-thirds of the local societies, shall become binding upon the whole, as general laws, for the government of the craft.

To return now to affairs of the local societies, the Philadelphia Typographical Association sent out a letter dated June 16, 1834, on the state of trade, saying: "For several months the book offices have not had work enough to employ even their apprentices, and when we may safely anticipate a favorable change we are unable to say as we are anxious to hear." July 11, 1835, the same association wrote that it was having trouble as a result of "having taken measures to effect an advance in the price of our labor;" that the employers were advertising in other cities, and asked the Washington society to "prevent that influx of strangers upon which the employers rely in connection with the defection, which, in a small degree, we are sorry to say, they have effected for defeating the purposes of

this association." Later, August 30, 1835, the association sent out a circular saying that the trouble was over.

August 6, 1836, the Nashville, Tenn., Typographical Society sent out its revised constitution and price list. This society had 35 members in 1836, and the "chapel" system was firmly established in all offices.

During 1836 a letter was received from the Typographical Society at Columbia, S. C. The letter, however, does not make clear whether the society had just been organized or not. This society sent out a "rat list" in 1842, and seems to have gone down in a strike of that year.

December 3, 1836, the Washington society, "owing to the advance in the price of products generally" (by which is meant the cost of living) asked for "an advance of about 10 per cent. on our present tariff prices for the employing printers of the District;" and appointed a committee to revise the scale and call on the employers. January 7, 1837, the committee reported that the employers had agreed to the new scale, and it was ordered printed. It is impossible to ignore the evidence of the slowness of the world's affairs in those days when we reflect that this was the first change in price list adopted by the society since the original one of 1815, and that was but a schedule of prices already paid and had been in existence for several years. Wage scales that last twenty-two years without alteration will not be numerous in this century.

February 4, 1837, the Typographical Society at Lexington, Ky., sent out a circular, which, like the one from Columbia, S. C., does not state clearly when the society was formed.

In 1838 the St. Louis, Mo., Typographical Association sent out a protest against a perpetual "ratting" of printers who had conducted themselves honorably in other cities. The occasion of this was that a printer who had worked in the Duff Green plant in Washington, D. C., in 1836 or 1837, went to St. Louis, Mo., and obtained a situation, when it was discovered he was on the rat list sent out from Washington. The St. Louis society testified that the man had "conducted himself honorably" in St. Louis, and wanted to know how long the rat list was expected to last. The Washington society in reply granted its permission to the St. Louis association to accept this man as a member, and annulled its rat list of 1836.

May 4, 1839, the Washington society adopted the "chapel system." From Louisville, Ky., came a letter stating that the Louisville Typographical Association was formed April 1, 1839. "There having been heretofore two societies in this city, which now exist no more, we have organized upon entirely different lines." During the year several societies were

heard from for the first time, some only recently organized, while others appear to have been in existence for some time. Vicksburg, Miss., for instance, sent out a "rat list" and asked for an exchange of same; Columbus, Ohio, was first heard of July 6, 1839, the letter not being preserved in the minutes. Detroit, Mich., sent out a strike notice stating that the association had been compelled to strike for wages due and unpaid. Rochester, N. Y., reported that an organization had just been effected; as did Frankfort, Ky., and Tallahassee, Fla.

The most important event of this year (1839), however, in view of the continued apprenticeship troubles, was the action of the New Orleans Typographical Association. September 1, 1838, this organization sent out a circular letter notifying all societies that it was on strike against one office in the city, that of David Felt & Co. August 3, 1839, it sent out a "rat circular," doubtless growing out of the same difficulty. In its constitution as revised September 14, 1839, this association prohibits any member from working "on any English daily morning paper, on which any apprentices may be employed." This is a far more radical solution than has been attempted by any typographical union of to-day, except that of New York City, where apprenticeship is abolished in daily newspaper offices by agreement, and in Philadelphia, where the union constitution prohibits them. January 8, 1840, the Boston association sent letters asking for wage scale and stating it was making a list of wages paid in all cities. Jackson, Miss., Typographical Association was organized in 1840. The collapse of the National Society disheartened the local societies and gave the "benefit" faction, or the "alimoners," as they were called, the floor and the argument for a year or two.

April 4, 1840, the Mobile, Ala., association, and June 6 of the same year the New York association, each sent out "rat circulars" as a result of strikes in which both organizations seem to have gotten their death blow. Nowhere, outside of New Orleans, was the apprentice trouble settled or even mollified, and even there it was controlled only in the morning newspaper offices. The Washington society was permitting special exceptions to its apprentice regulations; and in Philadelphia, society members were working with boys and "two-thirders" until it was said there were just journeymen enough in an office to tell the apprentices what to do. The whole subject was chaotic. In January, 1842, the Washington society appointed a committee to go over the entire matter. The "alimoners" had a majority of the committee and were for the repeal of all laws attempting to regulate trade affairs of this kind. The minority report was for strict enforcement. Taken

together, these reports form the most important document of this period on the subject. Not only do we get here an inside view of the workings of the two factions in the societies of the early printers, but we get a view of the situation as seen by those most interested. For that reason the report, notwithstanding its length, is given below :

The committee appointed upon the apprentice regulations at the last stated meeting submitted the two following reports, which were received :

The committee of the Columbia Typographical Society, to whom the following resolution was referred, viz: "*Resolved* That this society appoint a committee to inquire into and report upon, the expediency of either modifying, repealing or more rigidly enforcing the apprentice regulations of the said society"—ask permission of the society respectfully to present their views in the following report:

That your committee, in accordance with the above resolution, have duly considered the matter referred to them, and given to it that attention which the importance of the subject demands. That your committee consider the above-named regulations were recommended by the general convention of printers, with the intention (in connection with other measures), to unite the societies of the different cities for the advancement of the interests of the craft; and could only be beneficial by general adoption. That such has not been the case is evident to every one, for they have only been carried out by one society besides this. That, as said project of union has totally failed of success, this society is under no obligations to other societies to enforce said regulations. That this society, itself, having violated the regulations in the case of the boy (Bailey) taken into the office of Mr. Allen, and failed to enforce them in numerous other instances where they have been openly violated, can not now, with any hope of success, resolve to enforce them. Can this society demand of employers an adherence to regulations that the society was the first to violate? These regulations, by mutual agreement between them, were equally binding upon this society and employers; but, by your own act, in the opinion of your committee, you have absolved the employers from all obligation to adhere to them. When violations of said regulations have occurred, and been reported to this society, you have, more than once, appointed committees to confer with the employers on the subject, but without any satisfactory result. Some have promised to comply with the wishes of the society; others have treated you with contemptuous silence, and all have continued to vio-

late the apprentice regulations, as long as it was their interest to do so. That, in the opinion of your committee, the aforesaid regulations operate in favor of the employer, and against the interests of the journeymen; the long term of apprenticeship and the legal power given to the master to make the apprentice serve the full term of five years, certainly offers greater inducements to employers to take apprentices, and bring them in competition with journeymen, than the old system, under which—the term of apprenticeship depending altogether on the will of the boy, the master possessing no legal power to detain him—there was less inducement to bring apprentices in competition with journeymen. In a word, the regulations, as they now stand, are a dead letter, and as long as they remain in, and are acknowledge by, this society, as a part of its constitution, without, at the same time, enforcing them, they are a disgrace and reproach to us. That, in the opinion of your committee, it is inexpedient to modify or enforce said regulations. That, in the opinion of your committee, if this society, in its wisdom, should see fit to repeal the said regulations, it will settle all differences now existing between this society and employers in relation to apprentices, prevent future collisions of the same nature; still the murmurs and dissatisfaction of a large and respectable minority of this society; and give peace and good feelings where we have long had agitation and angry contention.

In conclusion, your committee would respectfully recommend the following resolution for adoption, and ask to be discharged from the further consideration of the subject: "*Resolved*, That the apprentice regulations of the Columbia Typographical Society be, and they are hereby, repealed."

C. W. C. DUNNINGTON,
JOHN T. C. CLARK,

Committee.

A minority of the committee of the Columbia Typographical Society, to whom was referred the subject of a repeal or modification of the apprentice regulations of said society, respectfully begs leave to report:

That he has given the matter his most serious attention and weighed all the arguments that presented themselves to his mind; for and against these regulations, in the calm balance of reflection. For the repeal of the regulations, there appear to exist the following reasons: First, because the regulations were framed to meet a general law on the subject, to be in force in all cities throughout the Union, whereas said general law has only been complied with in one city besides this. Second, because the regulations were not made in accordance with

long-established usage, either in this or in any other age and country, but were merely got up as an experiment, which experiment has failed to stand the test of five years' successful application. Third, because this society has itself specially authorized an infraction of the regulations in one instance and not promptly condemned their infraction in other instances. Fourth, because a very respectable minority in this society, in number and character, have always regarded the regulations as irregular, and not within the purview of the society's original jurisdiction—a minority which has sufficiently increased of late to call for some concession, or else the most convincing arguments, from the majority.

These reasons appear to be of such weight as to entitle them to great consideration. The closing part of the last season might seem to many particularly cogent as regards the mere expediency of repeal, from the fact that the regulations of a society of operatives can scarcely ever be beneficial or effective, unless approved by two-thirds of those who are to carry them into effect. The undersigned has been mindful of the strength of the reasons in favor of repeal, and also of the deduction which may be naturally drawn from the closing portion of the last; but he has deemed it due to the investigation in which he is engaged, to turn to the other side, and see what reasons may be offered for the retention and maintenance of these regulations. They may be stated as follows: First, the regulations prevent a too rapid multiplication of journeymen, by withdrawing from parents and guardians the inducement of putting boys to the business as a temporary stay or relief, who, having served a couple of years, are turned out to compete with journeymen of more mature experience. Second, they improve the quality of such apprentices as do serve, by affording them ample time to learn their business, a complete knowledge of which always stimulates them, in every situation in life, to a regard for the honor of the craft. Third, masters will readily start the printing business with apprentices only, when they can transfer or abandon such apprentices at will. Fourth, boys who are initiated into the business from temporary expediency, besides excluding journeymen to a certain extent, while serving their apprenticeship, frequently return, on the failure of other business, at a time when those who have made it the business of their lives can scarcely procure employment at it—thereby increasing the general distress among the craft. Fifth, this society, from its foundation up to a very short period before the adoption of these regulations, showed its partiality for long apprenticeships by requiring four years of such service to be one of the constituent qualifications of member-

ship. Sixth, the small number of apprentices now, in this city, compared with what there were when these regulations were established, affords the most irrefragable evidence of the efficacy and good result of the regulations.

The undersigned, after such a hesitancy as is involved in the foregoing citation of the merits of the case, has concluded to, and does, recommend an adherence to the apprentice regulations. He believes they have been productive of much good to the master, the journeyman, and the apprentice: to the master, by increasing his net profit on the apprentice's labor; to the journeyman, by limiting the number of his competitors; to the apprentice, by affording him a competent experience; and to all, though an amenity and congeniality of sentiment engendered by the system. He thinks that their repeal would be but an entering wedge to split and divide our society on all the regulations which it has established for the general welfare. He also believes there is no middle ground. Modification would only multiply the attacks of those interested in repeal, as well as the enemies of the society. Special instances may occur where an exception to the regulations will be necessary—such as where the family to which an apprentice belongs is removing from one section of country to another; but in such special instances the undersigned apprehends a vote of two-thirds can readily be obtained to authorize such exception.

In conclusion, the undersigned asks that the committee be discharged from the further consideration of the subject.

(Signed)

F. JEFFERSON.

Mr. Delano offered the following resolution: "*Resolved*, That the apprentice regulations be enforced forthwith." For which Mr. Drew offered the following as a substitute: "*Resolved*, That a committee of vigilance be appointed, to consist of one member of this society in each office, in the city, to supervise the admission of apprentices into the respective offices in which the members of the committee may be engaged; and that, on the admission of a new apprentice into an office, the committee be required to wait upon the employer, on the authority of the society, and inquire whether such apprentice has been taken in accordance with the regulations of this society, and to report the same to the society; and that said committee also be authorized to pursue a like course with regard to those apprentices who are now working in offices contrary to the rules of the society."

Nothing, however, came of it at this time. By resolution the society had appointed a committee November 6, 1841, to make a list of all the "journeymen now employed in the sev-

eral offices of this city designating the number that are members of this society, the number that have been, but from any cause have ceased to be members; and the number that have never been attached to the society."

April 2, 1842, a resolution to prohibit members from working with non-members after January 1, 1843, was introduced, this being the first attempt in Washington to discriminate against merely non-union men as distinguished, of course, from "rats," or men working under the scale. The argument of the resolution is identical with that used by unions against the non-union man to-day:

Whereas experience has clearly demonstrated that it has been only by the formation and continuance of the Col. Typ. So. that the craft have been enabled to attain their present prosperous condition, in a moral and pecuniary point of view, in this city; and

Whereas a crisis has arrived in the affairs of the profession, which calls for a rally of all members of the craft in support of the constitution and regulations of the society; and believing that all who work at the business in this city are benefited by the existence of said society, and bound, both by honor and interest, to contribute to its support. Therefore,

1. *Resolved*, That every person working at the business will be required to make application to join this society within one month from the time of his commencing work at any office in this city, at a regular stated meeting of the society.

2. *Resolved*, That on the refusal or neglect of any to comply with the regulation contained in the foregoing resolution, or in case of the rejection of such applicant, the members of this society shall cease to work in any office where such person may be employed.

3. *Resolved*, That the foregoing resolution go into effect, as an amendment to the constitution, on the 1st day of January, 1843.

As a similar resolution was introduced in 1847, this, if passed (the minutes do not show whether it was or not), does not appear to have been very effective, but is none the less indicative of the sentiment of the time.

In New York City early in 1844 the Franklin Typographical Association had been founded for the purpose of securing an advance in wages. The scale, which was 28 cents per 1,000 ems and \$11 a week, was agreed upon at a meeting held April 13, 1844, to take effect April 15. At a meeting held on the latter date the following resolutions were passed:

Whereas the Franklin Typographical Association have designated the 15th day of April, 1844, as the time for the revised scale of prices to go into operation; and

Whereas it is necessary for the association, to protect those who may be thrown out of employment in consequence thereof, Therefore,

Resolved, That all persons who may be thrown out of employment in consequence of demanding the advance designated in the scale, be requested to report themselves to the board of management at Stoneal's Hotel, Fulton street, on Monday, April 15, 1844, between the hours of 10 a. m. and 10 p. m. to receive such information, instructions and assistance as circumstances may require.

Resolved, That a committee of three be appointed to make arrangements for the firing a salute of 100 guns on Monday, April 15, 1844, in honor of the large number of the generous and liberal employers who have already signified their willingness to pay the new scale.

This firing of guns was premature, if intended as a celebration of victory. May 6, 1844, the association opened reading rooms and a house of call at No. 109 Nassau street for the use of all the journeymen printers, and where "members of the association out of employment are requested to call and register their names and addresses." It was, in fact, a "headquarters of the strikers" such as we know to-day. Matters grew worse and worse for the association. July 22 the following "address" was issued:

The corresponding secretary of the Franklin Typographical Association having been duly appointed by the board of managers to confer with certain printers concerning prices, respectfully submits the following report:

Saturday morning, July 20, I called on John F. Trow, the corporation printer, and stated to him that I had been appointed by the association, to inquire of him if there was any truth in the rumor that he was about to reduce prices in his book office. He answered me very haughtily, "Suppose there is?" I said that I did not come to explain why he should not reduce prices, but merely to ask what truth there was in the rumor. Again he replied, "Suppose there is?" I asked him if that was his only answer. He replied that he acknowledged no right in the association to ask him questions; that the association had been the cause of difficulty in his office, and that he was determined to "set his face against" this or any other association that should assume the right of dictation as to what men should receive for their labor. He should "set his face against the as-

sociation." He held that he had the right to pay what he pleased for work, and that no one had a right to say a word in the matter; and he was "determined to set his face against the association."

After this ebullition of superfluous breath the gentlemanly corporation printer set his back against me and I walked off.

Printers of New York! have you no interest in this matter? A portion of your number, by great exertion formed an association—upon a liberal and benevolent plan—have adopted a scale of prices to which these very men acceded, and which every honorable employer considers fair and just.

This scale of prices will put more money in your pocket in a month than the association will take from you in a whole year.

If you who are not members of our association would come up and join—if you would help yourselves fight your own battles—we might give such answer as would effectually convince Mr. John F. Trow, and others of his belief, that free and independent men, men who earn an honest livelihood by the sweat of their brow, have a right to dictate to fellow-men—aye though their names be not blazoned six several times in gorgeousness of gold leaf and black paint upon the walls of a four-story building.

But if the mass of journeymen printers will remain idle in this business—if they will shun all opportunity for benefiting themselves—then they must submit to be insolently told that they have no right to ask a fair return for their labor, that they must take what their masters choose to offer, and be silent; they must be content to cringe before the soulless tyrant who by any means may happen to possess control over a case of type and a rickety press; they must be content to live or die, to feast or starve, as the greed and avarice of the employer may dictate.

Fellow-Journeymen! have you not as fair a right to sunlight and shade, to air and existence as any other breathing mortal? If so, then protect that right, for it is in danger. The men who would deprive you of a portion of your hard-earned wages, were willing for their own interests to pay the scale at the time of its adoption.

Business was brisk then, work was plenty, and men were in demand. Now work is scarce, and for that reason these fellows would cut down your wages! as if the laborer was responsible for the decrease of business, and his wife and children must be punished and starved so that the employer's account of profits and gain may foot up as they did when business was good. Oh, charitable, enlightened, benevolent logic that would reduce the compensation for work because work is scarce!

In view of these circumstances, we call upon the journey-men printers of New York to come up, not to help us individually, nor for the purpose of parade or display, but come up for the benefit of yourselves, for your own protection, for the protection of your wives and children—for the protection of their honor—for the protection of the honor and the dignity of labor, and the character of freemen; all of which are endangered by the illiberal, selfish and unjust actions of a certain number of purse-proud mortals.

T. F. OTTARSON, *Corresponding Secretary.*

The last meeting of this militant association, so far as can be learned, was held December 21, 1844. About this time, or possibly in 1843, an attempt was made to found a national secret society, to be composed of picked men from the local associations in all cities, and to be called "The Order of Faust." The move was started in New York City, and it is said that such of the leaders as were approached in Albany, Washington, Cincinnati, Boston and Philadelphia were ready to join and to found co-ordinate branches. Only rumors of it ever reached the surface, and if such secret society was ever really formed it did not get beyond New York, and never exerted any influence.

The years from 1844 to 1847 were remarkable for nothing but the same old temporizing struggle over apprentices, and the ever-swelling army of 'two-thirders,' which was augmented continuously from the apprentices. In 1845, in Washington, a group of printers forming a committee from the society were arrested upon a charge of "conspiracy," as the result of an attempt to enforce the society's apprenticeship regulations, which all of the employers (including those causing the arrest) had agreed to for years, but which nobody, not even the society, had paid much attention to. The extent to which apprentices were substituted for journeymen, as compared with the present time, can be best realized by reference to an incident in Detroit, Mich. In 1846 the apprentices struck on a Detroit newspaper and publication was suspended for two days because there were not journeymen enough to do the work. November 22, 1847, the Albany (N. Y.) association sent out a letter stating that contractors had taken the state printing at 17 cents per 1,000 ems, and were hiring boys at \$3 a week to do the work. The next year the Albany union limited the number of apprentices. In 1847 the Baltimore association adopted a constitutional amendment limiting apprentices at the ratio of one apprentice to each three journeyman. In the convention of 1850 the Baltimore delegates, as well as those of Albany, urged

limitation, and referred to that of their own unions, but without mentioning the ratio. Mr. H. T. Ogden, of Cincinnati, Ohio, who was a delegate to the convention of 1850, in an interview for this report kindly supplied this important information. Mr. Ogden went to Cincinnati in 1847, and his first employment was in a job office where there were three journeymen and five boys, called apprentices, but were only so in name. Mr. Ogden thinks that was about the ratio throughout the Middle West at that time. Few offices had more than one or two journeymen. He remembers that in the best office in Lexington, Ky., in 1836, there was one journeyman and five apprentices in the news composing rooms and one journeyman and one apprentice in the job room. In 1847 Mr. Ogden corresponded with the Baltimore union and got its apprenticeship limitation rule, which was adopted by the Cincinnati union in 1848. In 1849 there seems to have been a rivalry between the radical and conservative elements, the former wishing to further restrict apprentices by increasing the ratio to 1 to 4. Mr. Ogden was the candidate of the "1 to 3" party, and was elected president of the union. The Cincinnati scale in 1848 was \$10 a week.

In 1848 the Typographical Union of Boston was organized. A preliminary meeting to discuss organization was held December 8, 1848, at the residence of Mr. Henry K. Oliver, who later became the first chief of the first bureau of the statistics of labor. Final organization was effected December 16, 1848, with approximately 60 members. The prices paid at that time were 25 cents per 1,000 ems to first-class journeymen in the best offices and 16 $\frac{2}{3}$ cents to "two-thirds," who outnumbered the journeymen about two to one. The union issued a circular in December, 1848, in which it said:

There are in Boston 156 journeymen working 12 hours each day, and 7 days each week who receive on an average of \$9.25 per week. There are 325 journeymen working 10 hours each day and 6 days each week, who receive on an average of \$6 per week.

The scale of prices demanded by the union in 1849 was 28 cents per 1,000 ems, with a weekly rate of \$13 on morning papers; for evening and semi-weekly papers, 28 cents per 1,000, and \$10 for weekly rate. Job offices and weekly papers paid the same piece rate, or \$9 a week on weekly rate; time work was 20 cents an hour.

The Pittsburg (Pa.) Typographical Association, formed in 1849, issued a scale of prices. This union proposed at first only a three-year indentured apprenticeship for all boys employed in offices; but in 1850 or 1851 adopted a limitation of apprentices

at "1 to 3." The Boston union of 1848 tried to solve its problems by refusing to admit to membership any who had not served a four-year apprenticeship and had recommendations as a good printer. It is difficult to see how this would solve the problem of the "two-thirders," who was content to remain a two-thirder and out of the union, however, as it is not at all clear that members refused to work with non-union men at first, and certainly not with non-union men who claimed to be only apprentices, as the "two-thirders," when driven to defense, invariably did. In 1849 the Boston union had a long and bitter strike to enforce its new scale.

December 29, 1849, a meeting attended by 27 compositors from the daily newspaper offices was held in New York City to discuss organization and the prospects of securing a uniform scale of wages throughout the city. This was accomplished January 19, 1850, by the organization of the New York Typographical Union (now "Big Six") and the adoption of a scale calling for 32 cents per 1,000 ems, which the employers acceded to without friction. Hon. Horace Greeley, having accepted an invitation to do so, was elected its first president; "working cards" with his signature as president still exist and are greatly prized by their owners.

A typographical union existed in San Francisco, Cal., and one in Trenton, N. J., in 1850; but whether organized in that year or not, is not known. The San Francisco scale of wages was \$5 a day. Likewise the printers of Savannah, Ga., and those of Syracuse, N. Y., report organization and trouble in September, 1850, but do not clearly indicate how long they had been organized.

The present typographical union in Philadelphia was organized August 10, 1850, adopting a constitution and by-laws. This constitution limits apprentices, and prohibits its members from working with "two-thirders." The union was immediately involved in a strike. September 18, 1850, there were 425 members enrolled and 30 journeymen who had refused to join, but were not working below the scale. September 21 the "vigilance committee" reported 55 "two-thirders" and 60 unbound boys in the printing offices of the city, and gave name and detailed personal description of each. The strike lasted into December, when the committee reported to the union that it could not win the strike with the demands as they then stood; recommending the repeal of the limitation on apprentices, that being the one demand most bitterly opposed by employers, and the one which alienated public sentiment. The sections of the by-laws limiting apprentices were repealed, as the union was unable by strike to enforce

them. September 28, 1850, the New York union issued a call for a national convention, Boston and Philadelphia joining in the call.

The National Convention of Journeymen Printers of the United States met December 2, 1850, in New York City, with delegates from unions in the following cities: New York City; Albany, N. Y.; Baltimore, Md.; Trenton, N. J.; Philadelphia, Pa., and Louisville, Ky. The cities heard from by letters read in convention were Boston, St. Louis, San Francisco, Washington, and Cincinnati. The time of the convention of 1850 was largely taken up with the discussion of a proposition to limit the number of apprentices. Mr. Conway, of Baltimore, started it by offering the following resolution:

Resolved, That the principle now in successful operation in Baltimore city, limiting the number of apprentices in the various printing offices, be earnestly recommended to the trade throughout the country.

All the delegates seemed to favor limiting apprentices, but some construed the resolution as committing the convention to the Baltimore plan of restriction, and others wanted the local unions to quietly adopt the plan without the publicity which the adoption of the resolution by the national convention would excite. This was the view of the Philadelphia delegates, one of whom, Mr. Keyes, objected principally to the Baltimore method and introduced the substitute resolution which finally passed, as follows:

Resolved, That the limiting of the number of apprentices be earnestly recommended to the various unions throughout the country, for their adoption.

The report says: "All agreed as to its utility and justice; the only question was as to its expediency." The Philadelphia delegate especially, "though favorable to the principle in itself, was opposed to its being so openly proclaimed. He thought it would be employed to injure the trade." It will be remembered Philadelphia had just lost a strike on this issue. The Baltimore delegates were divided on the wisdom of openly demanding the restriction, Mr. Conway, however, carrying the question by an address.

The resolution was adopted, and the printers' organizations from 1850 stood committed to the principle of limiting the number of apprentices as a defense against what had amounted to child labor, although the local unions of Baltimore, Albany, New Orleans, and Cincinnati had been acting upon this principle for several years previously.

After debates and amendments, the convention finally agreed upon the following:

Resolved, That this convention recommend to our brethren throughout the country the formation of unions on the following basis:

Resolved, That a standing national executive committee, of three from each state, be appointed to enforce the execution of all resolutions of this convention, bearing upon the different sections here represented; to gather information on all matters of interest to the trade; to report the same quarterly to the different unions, and to the next convention when it assembles; to make arrangements for the assembling of the next convention, and also to attend to whatever else the convention may direct, during the interim between the adjournment of this and the assembling of the next convention.

Resolved, That this convention strenuously urge the journeymen printers of every city and town in the United States (provided there are six or more employed in such place), to form themselves into unions and establish connection with each other for the purpose of securing united action upon every question involving the interests of the trade; and that on and after the 1st day of February, 1851, no journeyman printer, coming from any city or town known to contain the organization provided for above, will be allowed to work in any locality embraced within this organization unless he exhibit a certificate of membership from the society situated in the place from which he comes.

This resolution was the result of a compromise. The committee originally appointed by the convention to draft a plan had reported a very modest resolution, urging organization. One of the delegates from Baltimore, Mr. M. F. Conway, who throughout the proceedings advocated the more radical measures, proposed as a substitute for the committee report one which would prevent any printer, after February 1, 1851, getting work in any city represented in that convention unless he was a member of a union in the town he came from. This would compel every town where ten printers were employed to form a union if any of the ten should ever desire to get employment in any other town or city where a union existed. The New York delegates declared such a rule could not be enforced in New York City; the union there was not strong enough. Mr. Conway was willing to except New York City from the provisions of the resolution, owing to the weakness of the organization there. Philadelphia likewise opposed this radical action, and finally Delegate Greene, of Louisville, Ky., pro-

posed as a substitute the above compromise resolution, which was adopted. The interest in this debate is the side light it throws on the relative strength of the unions in the various localities then as compared with the present, and the exhibition of good sense by the convention in ruling against an extreme measure, which would doubtless have arrayed the employers and unorganized printers solidly against it at its very inception.

The basis upon which local unions were to be organized was stated by resolution, under seven headings, as follows:

First. Regulation and adjustment of the different scales of prices, so as not to conflict with each other.

Second. Giving traveling certificates to their members, in good standing, to be legal for one year, which shall recommend the holders thereof to assistance and traveling expenses from the union in any city or town where they cannot obtain work: *Provided* Said holders have done nothing in the meantime, by a course of intemperance or otherwise, to disqualify them from the same, of which fact the national executive committee shall notify the unions or societies in other places.

Third. Keeping a registry of the names of "rats," and other unworthy members of the trade, and description of their person, to be sent to every union or society in the country, and to be kept by each union for reference.

Fourth. Receiving no stranger as a member of any union or society, who shall not produce a legal certificate of membership from the society or union of the place to which he belongs.

Fifth. Levying a monthly contribution upon each member, sufficiently large to enable it to accumulate within two years a sum equivalent, at least, to \$10 for each member, as a reserve fund, in view of their being compelled to quit work in vindication of their rights.

Sixth. Establishing the right of any sister union or society to call upon them for pecuniary assistance, if necessary, to the amount of \$1 from each member; *Provided* That all sums thus loaned shall be repaid in monthly installments, equivalent to at least 5 per cent of the original loan; the first installment to be paid within one month after the difficulty calling for the loan shall have passed away.

Seventh. Granting certificates from one union, to enable the members thereof to become attached to any other, without paying an entrance fee, provided the holder intends residing permanently within the bounds of the union into which he seeks admission.

Another important move by this convention was to make a clear-cut distinction between trade organizations and benefit associations. The early printers were not actuaries, nor had the fine adjustment of premium rates to risks and expectancy been made by any one in those days; hence the inaccurate calculations at the base of the old benefit societies naturally led to charges of bad management of funds, and the trade-regulating purposes of organization were swamped and lost with the collapse of the "benefit system."

After the discussion of a resolution, in which every delegate participated, a substitute resolution was offered and passed unanimously, as follows: "*Resolved*, That it be recommended to all typographical trade associations to abolish the so-called benefit system."

The contract system of doing public printing was denounced, although the convention put on foot a plan by which the combined unions of the country were to bid on the government printing and execute the same in a national union office in Washington. The establishment of a government printing office was denounced, and Congress called upon to let the contracts only to "practical printers." The jewel of consistency did not at all times adorn the proceedings. Numerous plans for permanent national organization and extension of the chain of local unions were discussed.

The convention issued an "Address to the journeymen printers of the United States."

This address, which "the committee took the liberty to append" to the convention proceedings, and thus preserve, had, they state, "already been published in many of the newspapers." It is not the purpose of this article to comment on the documents submitted; but as this address would be considered extremely radical if issued by the International Typographical Union to-day, and as it is extremely improbable that anything bordering on some of its sentiments could be passed in that organization, it is but fair to call attention to the fact that the lines between radicalism and a progressive conservatism were not so clearly defined or sharply drawn then as now. An attack upon the wage system of industry did not mean then what it means now. Such attacks had been and were being made by the humanitarians of that day; and Greeley, Dana, Alcott, Thoreau, and all they of the Brook Farm and countless other experiments, were decrying the wage system without exciting anybody, even themselves. Their plan of establishing co-operative communities and groups, like the Brook Farm or the proposed printing office to do the government printing, "abolished the wage system" for individuals and groups of individuals.

It did not matter that their idea was to extend these until all would eventually be in some group, since that was so palpably impossible or infinitely remote in time that it was a perfectly safe subject for discussion. That these reflections upon the wage system in those days did not mean what the same language would mean to-day is shown from the fact that the same convention unanimously passed a resolution opposing a government printing office. There was nothing inconsistent about this then, for the theory that the wage system can only be ultimately abolished for all by the final absorption of industries by organized government had not been definitely formulated by any school of thinkers in this country at that time. The socialists of that day were St. Simonites, not Bellamyites, nor yet Carl Marxians. Nevertheless, it is well to note that the history of the typographical union is marked by the gradual elimination of general propositions from its councils; the progressively emphatic tightening of the lines on strictly trade matters. Its strength lies largely in its experience and the long line of precedents established, which enable it to know the best thing to do and to do that quickly and with firmness. It is organized not vaguely at the top by the International alone, nor solely by the more compact local union; but in every union printing office there is a chapel, or office organization, and its discipline and control, as well as its attempt to adjust grievances, settle troubles, or make agreements begins at the chapel.

The Second National Convention of Journeymen Printers met in Baltimore September 12, 1851, and organized with Mr. J. L. Gibbons, of Louisville, Ky., as chairman. Delegates were present representing unions in New York City, Albany, Utica, Boston, Philadelphia, Pittsburg, Harrisburg, Baltimore, Louisville, Cincinnati, Richmond and Trenton. A constitution was adopted which, when ratified by the local unions in five states, was to be the basis for a new and permanent organization, to be called the National Typographical Union.

Methods for promoting organization among printers and denunciations of the system of letting public printing by contract to the lowest bidder occupied most of the time in their discussion, and little besides the adoption of the constitution was done. A minority report from the three strongest men on the general committee advised against permanent organization and the adoption of a constitution at that convention. Only one part of their report is important here. One principal reason the minority gave was "that, inasmuch, as there are but 11 unions represented in this body while there must be at least 50 in active operation throughout the country, and the unorganized material for as many more," the minority did not be-

lieve it wise to attempt to construct a permanent organization until a larger number of unions could be represented. Mr. Henry T. Ogden, of Cincinnati, was one of those signing this minority report, and he was interviewed on the statement made that "there must be at least 50 unions in active operation" at the time of this convention. Mr. Ogden's wonderful memory, reading back from 1904 to 1851 with astonishing clearness, corroborated most emphatically the opinion forced by this investigation. He said:

The use of the number "fifty" was not the result of careful counting; in fact, was not based upon any actual knowledge. It was a mere guess. Mr. Conway, of Baltimore, Mr. Walsh, of Albany and myself thought we had better go slow on permanent constitutions, and, as one of the arguments, called attention to the mass of unrepresented printers. Another thing is that, while the distinction between the old benefit society with nontrade-interference constitution and the union idea was very clear and strong in 1851, there was still a hope that all these benefit societies would unionize their membership bodily as soon as a strong national union was formed, and we were still counting on these. Nevertheless, I doubt if all three of us could have made a list of fifty, even counting the benefit societies.

The apprenticeship recommendations of the convention of 1851 were less radical than those of 1850, the evident policy being to throw every important matter over to the convention of 1852. When, however, the convention of 1852 assembled it was as the Third National Convention of Journeymen Printers, as the unions from the necessary five different states had not yet signed the constitution of 1851 and paid the requisite \$5. It was not until the fourth day of that convention—that is, on May 6, 1852—that the needed signatures were obtained and the National Union formed. By resolution, however, the convention on the third day of its session declared itself as acting under the constitution of 1851. There were delegates from Cincinnati, Indianapolis, New York City, Albany, Louisville, Baltimore, Pittsburg, Harrisburg, Philadelphia, Columbus, Boston, St. Louis, Memphis, Cleveland, and from Richland and Ashland, Ky. Not all of these delegates, however, seemed inclined to take part in the convention, and the permanent organization was formed upon definite assurances from but seven unions, as follows: New York City, Boston, Philadelphia, Baltimore, Cincinnati, Albany and Pittsburg. Prior to the organization of the National Union, hence within the scope of this article, the convention adopted a report of the "committee

on business," covering many of the questions that have been brought down historically to this point. The two most important of these resolutions were the following:

Second. *Resolved*, That we discountenance the system known as the two-thirds system, and strongly recommend to the subordinate unions the propriety of crushing an evil so prejudicial to our interests and our rights.

Fourth. *Resolved*, That subordinate unions be recommended to use their influence as far as possible, to do away with the employment of apprentices on daily papers.

It must not, however, be inferred that either of these problems was solved by resolutions. As stated above, on May 6, 1852, the organization of National Journeymen Printers passed into the present National Union, and the limit set upon this article is reached.

Quite a number of local societies and unions did not immediately join in this national movement. The Washington society, which was the prime factor in the national organization of 1836, declined to enter that of 1850 or 1852, and was the last of the older organizations to join, which it did in 1867. The Washington union did not limit apprentices until it joined the National Union in 1867.

No account is here taken of the local unions that withdrew from the National and remained out for a few years. There was, however, an organization movement in the territories of the extreme west that was entirely outside the sphere of influence of the National union, and must be referred to. The only document left by this movement, so far as known, was found in 1904 in an old job printing office in Salem, Oregon. The original is the property of the typographical union of that city. There is a copy in the collection of the Oregon Historical Society, at Portland. The original is on parchment, and is as follows:

JOURNEYMEN PRINTERS' CONVENTION.

Pursuant to notice the printers of Oregon and Washington Territories met in convention in Portland, on Saturday evening, June 11, 1853, for the purpose of organizing a typographical society.

On motion, T. F. McElroy was called to the chair, and E. M. Waite appointed secretary.

On motion, Ed. M. Cowne, W. B. Affleck, H. S. Stipp, and R. D. Austin were appointed a committee to draft resolutions.

The committee on resolutions reported the following, which were unanimously adopted:

Whereas, we, the printers of Oregon and Washington Territories, in considering the great disadvantage attendant upon the present system of our labors in these territories, and with a view of obviating, as far as practicable, present evils, and establishing a basis upon which all connected or interested in the cause of right can heartily indorse, consider the organization of an association for mutual protection and advancement of the journeymen printers of the above-named territories necessary; therefore, be it

Resolved, That this association shall be known as the "Oregon and Washington Typographical Society," and we, as members, considering the present rates of labor disproportionate in comparison with other mechanical branches; therefore, be it

Resolved, That after the 20th day of June, 1853, we, as members of this society, will not work at the printing business for less prices than the old-established rates of \$1,500 per year or \$5 per day, and will use all honorable means in our power to prevent ratted by either employers or those employed.

Resolved, That any printer belonging to this society accepting a situation and working for less than these rates shall be treated by us as a dishonorable man, and we hold it our privilege to publish him to the world as a rat.

Resolved, That as members of the craft known as the "art preservative of all arts" we will protect each other in the same, and do all in our power to hinder any innovation among us.

Resolved, That the proceedings of this meeting be presented to the publishers of the different papers in Oregon and Washington Territories for publication.

On motion, a committee of five was appointed to draft a constitution and by-laws.

The following persons were chosen by the chairman: W. B. Affleck, E. M. Waite, Ed. M. Cowne, H. S. Stipp, and J. R. Thoman.

On motion, the following corresponding secretaries were appointed: W. B. Affleck, Portland; Ed. M. Waite, Salem, Oregon Territory, and T. F. McElroy, Olympia, Washington Territory.

On motion the meeting adjourned to meet on Sunday, June 18, at 8 o'clock p. m.

T. F. McELROY, *Chairman*.

E. M. WAITE, *Secretary*.

To summarize, we find documentary evidence that New York City had an organization, probably temporary, in 1786; another formed in 1795 and existing until late in 1797; a third existing from 1799 to 1804; another organized in 1809 and

existing as a trade organization to 1818, and as a mutual benefit society still in existence. Again, in 1831 a trade organization formed principally by newspaper compositors, and existing until about 1840, the exact date of its dissolution not being known. Again, in 1844, an organization which seems to have continued only from April to the last of December of that year, and, lastly, the present union, which was organized in January, 1850.

In Philadelphia the printers organized in 1802, continuing as a trade organization with benefit features until 1831, when it was reorganized as a purely benefit society and as such still exists; another association, organized in 1833, lasted until 1839 or 1840, and in 1850 the present union was organized.

In Boston the evidence of an organization in 1803 is not quite conclusive; one organized in 1809 lasted until 1826 (that of 1822 being a nontrade-regulating society); another in 1838, the date of the dissolution of which was not ascertained, and the present union formed in 1848.

Baltimore in 1814 organized a society which existed until 1826, the present union having been organized in 1831.

Washington organized in 1815 the society which still exists as Union No. 101, and is the oldest existing union of printers, if not the oldest union in any trade, in the United States. Albany, N. Y., had an organization from 1815 to 1827, another in 1847. New Orleans, one in 1830, which must have collapsed in a short time, as another was organized in 1835, existing until about 1845. The present union was formed in 1852.

Cincinnati organized in 1832 a society which appears to have lasted until about 1840. The present union was organized in 1846, though not, of course, under its present charter, as all charters were dated by the National Union and then reissued and dated by the reorganized international, which was not done until 1869. Richmond, Va., and Charleston, S. C., appear in 1834. Louisville, Ky., had an organization in 1834; another in 1839, which seems to have survived until 1847. In 1835 is found the first mention of or reports from organizations in Natchez, Miss., and Nashville, Tenn. In 1836 the first record is made of organizations in Harrisburg, Pa., Mobile, Ala., and Augusta, Ga. The Columbia, S. C., society was also organized in 1836, the society existing until about 1842. An organization was formed in Lexington, Ky., in 1837. St. Louis had an organization in 1838, which appears to have been in existence some time when first heard from through a circular letter issued by it protesting against a continuous rat list. In 1839 first mention is noted of organizations in Frankfort, Ky.;

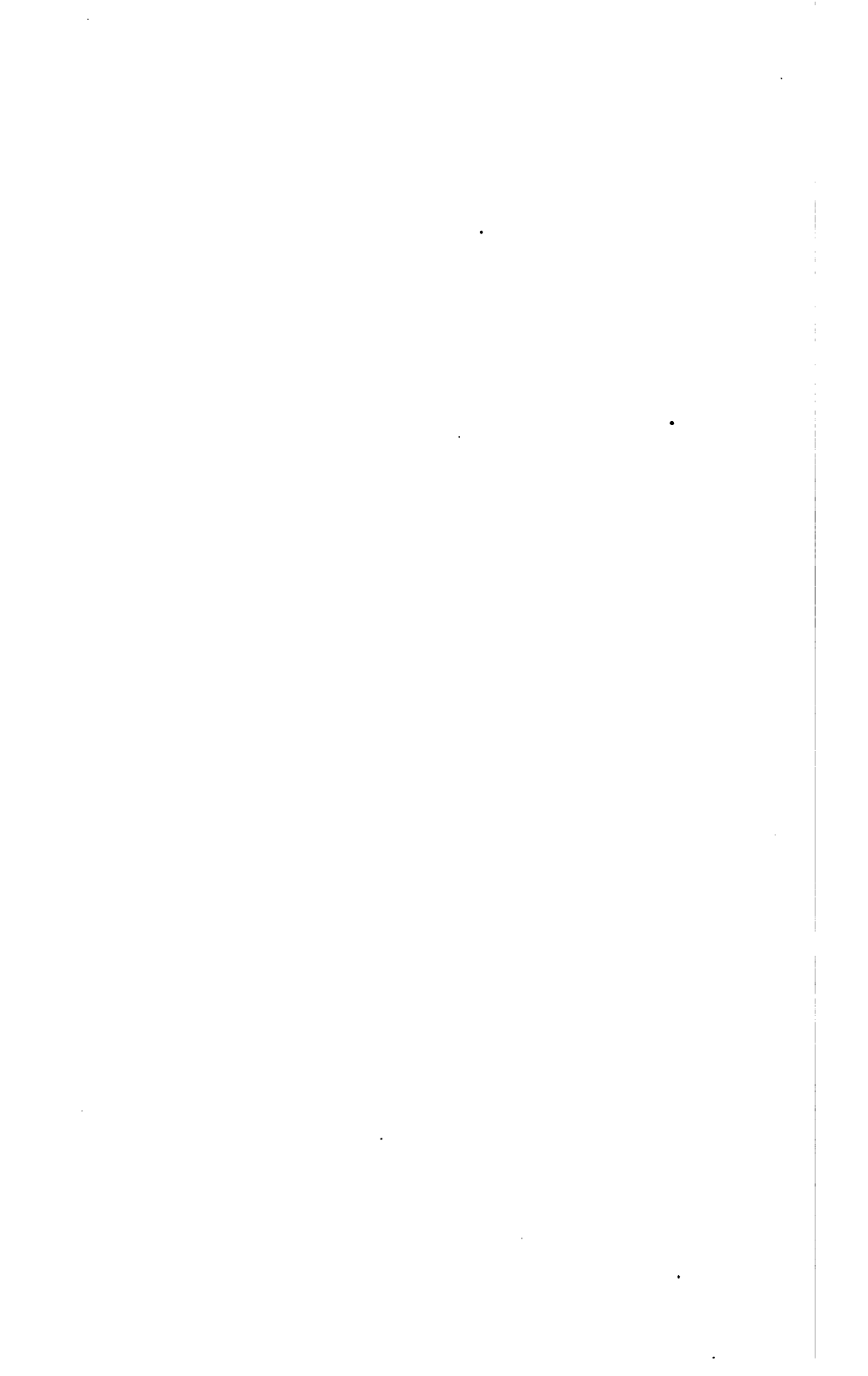
Rochester, N. Y. ; Tallahassee, Fla. ; Columbus, Ohio ; Detroit, Mich., and Vicksburg, Miss.

Organizations were formed in Jackson, Miss., in 1840 ; Pittsburgh, Pa., in 1849 ; San Francisco, Cal., in 1849 or 1850 ; Savannah, Ga., Syracuse, N. Y., and Trenton, N. J., in 1850. The organization in Oregon and Washington Territories of what appears to have been a delegate union occurred in 1853. Lastly, two national organizations were organized, that of 1836 and that of 1850, which reorganized in 1852 as the present national body of printers.

Part V.

Free Public Employment Bureaus.

- 1 RESULTS OF OPERATION.
- 2 PRIVATE EMPLOYMENT BUREAUS.
- 3 REPORT OF HARTFORD BUREAU.
- 4 REPORT OF BRIDGEPORT BUREAU.
- 5 REPORT OF NEW HAVEN BUREAU.
- 6 REPORT OF WATERBURY BUREAU.
- 7 REPORT OF NORWICH BUREAU.
- 8 TABULATED SUMMARIES.
- 9 NATIONALITY OF PERSONS SUPPLIED WITH
SITUATIONS.
- 10 OCCUPATIONS OF PERSONS SUPPLIED WITH
SITUATIONS.



FREE PUBLIC EMPLOYMENT BUREAUS.

The Employment Offices conducted by the state, which were opened for business upon July 1, 1901, and continued in operation since that date have grown in public favor.

These five bureaus remain under the same management as during the year preceding, there being no change in the locations of the various offices. The names of the superintendents and business location follows:

HARTFORD—Jordan C. Wells, superintendent, No. 135 Trumbull street; BRIDGEPORT—Charles Keller, superintendent, No. 1005 Broad street; NEW HAVEN—J. J. Linsly, superintendent, No. 39 Church street; WATERBURY—George C. Minor, superintendent, No. 36 North Main street; NORWICH—Stephen H. Reeves, superintendent, No. 43 Broadway.

The tabulated statement of business transacted by these bureaus, which follows this introduction, develops the interesting information that the number of situations secured for applicants for work has largely increased over previous years. For purposes of comparison the average number of situations secured per month for the entire period of fifty-three months, compared with the average for the twelve months ending November 30, 1905, is given here:

The average number of situations secured during the whole period referred to in the preceding paragraph was 671 per month of which 235 were males and 436 females. The average number of situations secured during the twelve months ending November 30, 1905, was 725 per month, of which 250 were males and 475 females.

Following the same method in making comparisons with the full-year periods commencing December 1, 1901, to the close of the 1905 period, and it is found that of the whole number of situations secured (eliminating the five months from July

1, 1901, to November 30 in the same year), 23.6 per cent. were secured for applicants during the 1902 period; 25.2 per cent. in 1903; 24.4 per cent. in 1904; while during the year ended November 30, 1905, 26.8 per cent. of the whole number of situations filled during the four full years included in the computation were secured. It is made manifest by the foregoing that the wants of the public in respect of the matter of securing help through the medium of these offices are being supplied satisfactorily and in increasing numbers. As a further indication of the increased benefits to the public, it should be made known that the situations secured for applicants for work increased in 1905 819 over the number furnished in 1904; there were 514 more places found for applicants in 1905 than in 1903; while the number of situations secured during the year last past was 1,015 more than in 1902.

Of the whole number of male applicants which were furnished with employment through the efforts of the superintendents of the five offices, during 1903, 11.3 per cent. were engaged in mechanical pursuits.

In 1904 10.2 per cent. of the whole number were employed as machinists, machine hands or other factory work.

During the year last past, that of 1905, the number of male help furnished employers desiring mechanics or shop hands was 14.1 per cent. of the whole number for which situations had been secured. Obviously, the offices are becoming more generally regarded as the medium through which this class of help may be procured.

As has been chronicled in previous reports of the bureau upon this subject more females than males were supplied with situations. The whole number of situations secured during the year ended November 30, 1905, was 8,694, of these 34.4 per cent. were males and 65.6 per cent. were females. While this is true as to the above, 66.5 per cent. of the male and 78.9 per cent. of the female applicants for employment were supplied with situations, and during the same period help was furnished to 85.9 per cent. of all those which applied.

The result of the operation of the five offices for the fifty-three months during which they have been in existence shows

that 35,569 persons have been furnished with employment. Of this number 12,469 were males and 23,100 were females. During this period the Hartford office secured situations for 51.44 per cent. of the male and 69.73 per cent. of the female applicants for employment. The Bridgeport office supplied 69.54 per cent. of the male and 75.12 per cent. of the female applicants with situations. In the New Haven office 31.98 per cent. of the male and 65.76 per cent. of the female applicants were furnished with employment. At Waterbury the office furnished situations for 56.94 per cent. of the male and 77.64 per cent. of the female applicants for employment, and the Norwich office supplied 40.16 per cent. of the male and 76.70 per cent. of the female applicants with situations.

Of the total number applying for help at all the offices during the period of fifty-three months 78.93 per cent. have been supplied.

During the year ended November 30, 1905, the Hartford office furnished help to 86.45 per cent. of all applying, Bridgeport office furnished help to 84.27 per cent.; New Haven 87.66 per cent.; Waterbury 84.11 per cent. and Norwich 95.83 per cent.

The number and location of private employment agencies licensed by this bureau and which are lawfully authorized to transact business in this state follows:

New Haven, nine; Hartford, nine; Bridgeport, six; Stamford, four; Waterbury, three; South Norwalk and Meriden, two each; Ansonia, Danbury, Derby, Middletown, New Britain, New London, Norwich and Torrington, one each. A total of forty-three as against forty-four in 1904 and forty-seven in 1903.

In this connection it should be stated that no violation of the law governing these offices has been reported to the bureau during the year. This is a very gratifying condition and the people of Connecticut are to be congratulated.

A statement in detail of the business transacted during the past year and since the establishment of the offices follows:

REPORTS OF THE OFFICES.

HARTFORD, CONN., December 1, 1905.

HON. WM. H. SCOVILLE,

Commissioner of Labor,

Hartford, Conn.

DEAR SIR:—Herewith I submit a report of business transacted at the Hartford Free Public Employment Bureau during the year ended November 30, 1905.

Very respectfully,

JORDAN C. WELLS,
Supt.

HARTFORD.

Month.	Applications for Employment.			Applications for Help.			Situations Secured.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
1904.									
December	138	161	299	67	130	197	66	110	176
1905.									
January	136	173	309	69	154	223	63	126	189
February	142	166	308	66	137	203	55	109	164
March	181	189	370	116	160	276	99	135	234
April	204	120	324	151	102	253	140	85	225
May	173	171	344	136	154	290	125	131	256
June	180	188	368	143	140	283	126	126	252
July	137	159	296	124	128	252	108	121	229
August	117	173	290	97	145	242	88	130	218
September	143	199	342	115	179	294	92	153	245
October	143	160	303	112	136	248	95	110	205
November	124	161	285	116	127	243	93	111	204
Totals (12 mos)	1818	2020	3838	1312	1692	3004	1150	1447	2597

Situations were secured for 63.26 per cent. of the male applicants for employment.

Situations were secured for 71.63 per cent. of the female applicants for employment.

Situations were secured for 67.69 per cent. of all applicants for employment.

Help was furnished to 86.45 per cent. of all applicants for the same.

BRIDGEPORT, CONN., December 1, 1905.

HON. WM. H. SCOVILLE,

Commissioner of Labor,

Hartford, Conn.

DEAR SIR:—Herewith I submit a report of business transacted at the Bridgeport Free Public Employment Bureau during the year ended November 30, 1905.

Very respectfully,

CHARLES KELLER,

BRIDGEPORT.

Month.	Applications for Employment.			Applications for Help.			Situations Secured.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
1904.									
December	27	128	155	23	117	140	19	112	131
1905.									
January	32	164	196	25	138	163	23	114	137
February	32	190	222	25	157	182	23	141	164
March	92	186	278	85	206	291	74	149	223
April	114	204	318	118	211	329	96	173	269
May	136	237	373	132	229	361	121	183	304
June	97	190	287	86	205	291	82	170	252
July	81	207	288	83	211	294	75	174	249
August	69	178	247	64	183	247	61	143	204
September	86	188	274	78	192	270	80	144	224
October	49	224	273	41	225	266	38	193	231
November	49	146	195	47	158	205	42	131	173
Totals (12 mos.)	864	2242	3106	807	2232	3039	734	1827	2561

Situations were secured for 84.95 per cent. of the male applicants for employment.

Situations were secured for 81.49 per cent. of the female applicants for employment.

Situations were secured for 82.45 per cent. of all applicants for employment.

Help was furnished to 84.27 per cent. of all applicants for the same.

NEW HAVEN, CONN., December 1, 1905.

HON. WM. H. SCOVILLE,
Commissioner of Labor,
Hartford, Conn.

DEAR SIR:—Herewith I submit a report of business transacted at the New Haven Free Public Employment Bureau during the year ended November 30, 1905.

Very respectfully,

J. J. LINSLEY,
Supt.

NEW HAVEN.

Month.	Applications for Employment.			Applications for Help.			Situations Secured.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
1904.									
December	84	72	156	20	44	64	20	40	60
1905.									
January	92	99	191	31	79	110	30	71	101
February	93	91	184	25	75	100	24	62	86
March	123	112	235	45	77	122	44	64	108
April	94	93	187	60	99	159	61	76	137
May	110	126	236	70	129	199	65	104	169
June	36	123	209	54	116	170	52	98	150
July	73	125	198	41	106	147	43	95	138
August	75	113	188	46	94	140	42	83	125
September	70	129	199	54	136	190	44	111	155
October	67	117	184	48	110	158	41	100	141
November	60	76	136	41	78	119	43	58	101
Totals (12 mos.)	1027	1276	2303	535	1143	1678	509	962	1471

Situations were secured for 49.56 per cent. of the male applicants for employment.

Situations were secured for 75.39 per cent. of the female applicants for employment.

Situations were secured for 63.87 per cent. of all applicants for employment.

Help was furnished to 87.66 per cent. of all applicants for the same.

WATERBURY, CONN., December 1, 1905.

HON. WM. H. SCOVILLE,
Commissioner of Labor,
Hartford, Conn.

DEAR SIR:—Herewith I submit a report of business transacted at the Waterbury Free Public Employment Bureau, during the year ended November 30, 1905.

Very respectfully,

GEORGE C. MINER,
Supt.

WATERBURY.

Month.	Applications for Employment.			Applications for Help.			Situations Secured.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
1904.									
December	27	98	125	24	104	128	16	87	103
1905.									
January	26	113	139	25	115	140	21	98	114
February	29	92	121	16	107	123	17	84	101
March	51	105	156	40	125	165	37	89	126
April	59	101	160	52	104	156	47	85	132
May	47	134	181	39	150	189	33	119	152
June	53	125	178	49	121	170	46	98	144
July	56	130	186	47	132	179	46	112	158
August	49	116	165	45	111	156	27	110	137
September	55	128	183	51	133	184	48	113	161
October	56	146	202	55	142	197	47	120	167
November	64	118	182	53	123	176	54	102	156
Totals (12 mos.)	572	1406	1978	496	1467	1963	439	1212	1651

Situations were secured for 76.75 per cent. of the male applicants for employment.

Situations were secured for 86.20 per cent. of the female applicants for employment.

Situations were secured for 83.47 per cent. of all applicants for employment.

Help was furnished to 84.11 per cent. of all applicants for the same.

NORWICH, CONN., December 1, 1905.

HON. WM. H. SCOVILLE,
Commissioner of Labor,
Hartford, Conn.

DEAR SIR:—Herewith I submit a report of business transacted at the Norwich Free Public Employment Bureau during the year ended November 30, 1905.

Very respectfully,

STEPHEN H. REEVES,
Supt.

NORWICH.

Month.	Applications for Employment.			Applications for Help.			Situations Secured.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
1904.									
December	15	20	35	5	18	23	8	21	29
1905.									
January	24	25	49	10	19	29	8	18	26
February	18	13	31	2	23	25	14	17	31
March	32	25	57	12	36	48	27	21	48
April	20	22	42	11	21	32	21	15	36
May	22	11	33	11	23	34	16	15	31
June	19	28	47	6	26	32	12	23	35
July	14	18	32	5	18	23	13	20	33
August	20	28	48	16	39	55	13	23	41
September	16	31	47	6	34	40	14	22	36
October	15	29	44	18	37	55	8	26	34
November	8	32	40	4	32	36	3	26	29
Totals (12 mos.)	223	282	505	106	326	432	162	252	414

Situations were secured for 72.65 per cent. of the male applicants for employment.

Situations were secured for 89.36 per cent. of the female applicants for employment.

Situations were secured for 81.98 per cent. of all applicants for employment.

Help was furnished to 95.83 per cent. of all applicants for the same.

RESULT OF OPERATION OF FIVE OFFICES FOR YEAR ENDED NOVEMBER 30, 1905.

	Applications for Employment.			Applications for Help.			Situations Secured.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
Hartford	1818	2020	3838	1312	1692	3004	1150	1447	2597
Bridgeport	864	2242	3106	807	2232	3039	734	1827	2561
New Haven	1027	1278	2303	535	1143	1678	509	962	1471
Waterbury	572	1408	1978	496	1467	1963	439	1212	1651
Norwich	223	282	505	106	326	432	162	252	414
Total	4504	7226	11730	3256	6860	10116	2994	5700	8694

Situations were secured for 66.47 per cent. of the male applicants for employment.

Situations were secured for 78.88 per cent. of the female applicants for employment.

Situations were secured for 74.12 per cent. of all applicants for employment.

Help was furnished to 85.95 per cent. of all applicants for the same.

GRAND TOTAL OF FIVE OFFICES FOR 53 MONTHS.

	Applications for Employment.			Applications for Help.			Situations Secured.		
	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
Hartford	11125	9806	20931	6094	9472	15566	5723	6838	12561
Bridgeport	3654	10052	13706	3042	10323	13365	2541	7551	10092
New Haven	6899	5877	12776	2480	4943	7423	2203	3858	6061
Waterbury	2545	4902	7447	1599	5203	6802	1449	3806	5255
Norwich	1377	1365	2742	519	1388	1907	553	1047	1600
Total	25600	32002	57602	13734	31329	45063	12469	28100	38569

Since July 1, 1901, when the offices were first instituted, situations have been secured for 48.71 per cent. of the male, 72.18 per cent. of the female and 61.75 per cent. of all applicants for employment. During the same period help has been furnished to 78.93 per cent. of all applicants for the same.

DETAILED STATEMENT BY OCCUPATION.
SITUATIONS SECURED—ALL OFFICES.
OCCUPATION—MALES.

	Hartford.	Bridgeport.	New Haven.	Waterbury.	Norwich.		Hartford.	Bridgeport.	New Haven.	Waterbury.	Norwich.
Agents,	1	3	..	..	..	Firemen,	6	..	6	3	..
Apprentices,	3	..	1	..	..	Foundrymen,	10	..	..	..	..
Bakers,	..	..	1	1	..	Gardeners,	40	17	5	4	1
Barkeepers,	..	..	1	..	..	Hotel Workers,	4	..	3	..	..
Bell Boys,	4	10	1	..	3	Janitors,	10	2	4	..	..
Blacksmiths,	2	..	1	..	..	Kitchen Men,	35	18	50	6	..
Bookkeepers,	2	..	1	1	..	Laborers,	131	83	63	18	92
Bookbinders,	1	..	..	..	..	Machinists,	20	23	1	4	8
Boys,	36	51	35	2	4	Machine Hands,	4	5	..	2	..
Brass Molders,	1	..	6	..	..	Masons,	..	..	..	1	..
Brass Finishers,	..	..	1	..	..	Milkmen,	..	..	..	3	..
Buffers,	1	..	1	4	..	Miscellaneous,	24	26	16	14	8
Butlers,	4	..	2	1	..	Nurses,	1	..	2	..	..
Carpenters,	12	4	3	1	1	Painters,	38	3	1	2	3
Canvassers,	8	6	10	6	5	Pattern Makers,	..	2	..	1	..
Chefs,	..	..	..	8	..	Pressmen,	..	7	..	1	..
Clerks (store),	13	..	14	11	1	Porters,	10	11	69	2	3
Coachmen,	15	17	..	3	3	Plumbers,	1	..	..	2	1
Cooks,	10	12	11	11	8	Stable Men,	13	29	9	1	..
Collectors,	..	..	2	2	..	Shop Hands,	8	83	8	155	3
Conductors,	..	..	1	..	..	Teamsters,	..	17	..	..	..
Compositors,	4	..	..	..	1	Tobacco Hands,	9	..	..	1	..
Dish Washers,	9	..	..	..	..	Upholsterers,	..	..	1	..	..
Drivers,	62	21	19	50	..	Walters,	13	41	18	11	..
Druggists,	1	..	..	..	..	Watchmen,	2	..	..	1	..
Electricians,	1	..	..	2	..	Wood Sawyers,	..	..	..	3	..
Elevator Men,	4	..	..	2	..		—	—	—	—	—
Engineers,	2	..	1	5	..	Total,	1150	734	509	439	162
Farm Hands,	575	243	141	94	17						

DETAILED STATEMENT BY OCCUPATION.
SITUATIONS SECURED—ALL OFFICES.
OCCUPATION—FEMALES.

	Hartford.	Bridgeport.	New Haven.	Waterbury.	Norwich.		Hartford.	Bridgeport.	New Haven.	Waterbury.	Norwich.
At's for children,	1	..	..	..	1	Miscellaneous,	..	37	1	9	2
Bookkeepers,	1	..	..	..	1	Nurses,	47	2	7	7	1
Cashiers,	..	..	..	..	1	Nurse Girls,	35	41	19	22	1
Canvassers,	3	..	..	1	1	Office Work,	1	4	..	1	..
Chambermaids,	..	36	20	24	4	Pantry Maids,	..	..	2	..	..
Clerks,	12	..	7	1	1	Scrub Women,	47	1	28	1	36
Companions,	1	..	1	1	..	Seamstresses,	1	..	3	1	..
Cooks,	69	118	37	93	8	Second Girls,	53	92	..	33	39
Corset Makers,	..	3	..	..	..	Shop Hands,	24	147	31	111	2
Day Work,	33	110	..	170	10	Stenographers,	3	..	2	1	2
Dish Washers,	2	..	..	..	..	Store Work,	2	..	..	..	..
Dressmakers,	..	..	1	..	..	Tobacco Hands,	3	..	..	..	..
Gen. Housework,	567	826	532	429	111	Waitresses,	140	131	106	112	12
Governesses,	..	1	..	..	..	Weavers,	1	..	..	..	..
Housekeepers,	39	22	7	57	1	Washerwomen,	2	54	..	1	..
Kitchen Help,	128	111	71	93	14		—	—	—	—	—
Laundresses,	180	91	37	44	4	Total,	1447	1827	962	1212	252
Matrons,	2	..	..	..	..						

DETAILED STATEMENT BY NATIONALITIES.
SITUATIONS SECURED—ALL OFFICES.
NATIONALITY—MALES.

	Hartford.	Bridgeport.	New Haven.	Waterbury.	Norwich.		Hartford.	Bridgeport.	New Haven.	Waterbury.	Norwich.
American,	629	380	189	146	107	Jewish,	29	..	14	4	..
Armenian,	1	..	..	3	..	Lithuanian,	17	34	..	10	..
Austrian,	4	..	..	1	..	Norwegian,	2	..	8	..	1
Canadian,	10	..	2	..	18	Polish,	103	27	25	16	8
Colored (Am'n),	16	2	13	..	5	Portuguese,	1	..	..	..	..
Danish,	12	9	2	2	..	Russian,	6	..	5	9	..
English,	19	1	7	6	..	Scotch,	6	..	2	7	..
Finn,	1	..	..	..	..	Slav,	..	11	..	..	..
French,	4	3	5	17	..	Swedish,	73	38	11	20	1
German,	65	36	36	37	2	Syrian,	..	..	..	1	2
Greek,	..	2	..	1	..	Swiss,	1	..	1	..	..
Hungarian,	2	33	2	..	..		—	—	—	—	—
Irish,	131	156	166	135	18	Total,	1150	734	509	439	162
Italian,	18	2	21	24	..						

DETAILED STATEMENT BY NATIONALITIES.
SITUATIONS SECURED—ALL OFFICES.
NATIONALITY—FEMALES.

	Hartford.	Bridgeport.	New Haven.	Waterbury.	Norwich.		Hartford.	Bridgeport.	New Haven.	Waterbury.	Norwich.
American,	709	697	152	240	126	Jewish,	1	..	1	1	..
Austrian,	10	..	..	..	..	Lithuanian,	15	25	2	18	..
Canadian,	6	..	..	1	1	Polish,	81	80	17	22	2
Colored,	55	61	41	..	26	Russian,	..	..	..	7	..
Danish,	12	14	2	..	..	Scotch,	18	1	6	13	..
English,	14	16	12	56	1	Slav,	..	129	..	..	..
French,	12	3	2	25	1	Swedish,	44	101	16	22	8
Finn,	2	..	..	..	..	Swiss,	5	..	2	8	..
German,	59	71	51	69	2	Syrian,	..	..	1	..	..
Hungarian,	4	84	1	5	..	New Foundland,	1	..	..	..	..
Irish,	398	595	639	728	90		—	—	—	—	—
Italian,	1	..	17	2	..	Total,	1447	1827	962	1212	252

Part VI.

BUILDING TRADES.

HOURS OF LABOR AND PREVAILING WAGE RATE.

1893-1905

HOURS OF LABOR AND PREVAILING WAGE RATE IN THE BUILDING TRADES.

It is proposed in this chapter of the report to make comparisons of the hours of labor and rate of wages in the building trades which prevailed in Connecticut in the year 1893, with the scale of hours and wages which obtain in the current year of 1905.

For purposes of comparison the figures as presented in the ninth annual (1893) report of the bureau are used and explanatory of those figures the following is reproduced from that report.

"In recent years the men employed in the building trades have persistently fought for fewer daily hours of labor, even resorting in frequent instances to strikes, in a determined endeavor to accomplish their purpose. The struggle, tentatively successful in some localities, is continued in other places, notably in the larger cities and towns where numbers give strength to the opposing forces—the contractors and the trade unions. The inquiry instituted by the Bureau into this subject was confined to the cities and towns of Connecticut having a population, according to the last census, of 5,000 or over. There are thirty such towns in the state, and as there are not sufficient building trades people in one of the thirty to warrant a report, the returns are confined to twenty-nine towns."

"The information sought was the prevailing hours in each of the building trades, the average wages paid in each. The information was obtained in a general way from both contractors and employes, but the inquiry was sufficiently extensive and searching to secure accuracy of results."*

* From the ninth annual (1893) report of the Connecticut Bureau of Labor Statistics.

In this connection it might properly be said at this time as it was very succinctly stated in 1893, that "the returns show an intimate connection between short hours and organization."

"The short day is found in towns and trades where the trade organization is not reported, but in the majority of cases, the ten-hour towns are the non-union towns."

For obvious reasons comparisons should be made regarding the towns in which trade organizations existed, or did not exist in 1893, with the union or non-union towns in 1905.

It is interesting to note that of the twenty-nine towns from which reports were received in the trade of bricklayers in 1893, and with which comparisons are made in 1905, fifteen were classified as nine-hour towns in 1893, of which two were "all union," ten "part union" and three "non-union," while the remaining fourteen towns wherein the ten-hour day prevailed all were classified as "non-union."

In the carpenters' trade a like condition is shown in the report for 1893, the twelve nine-hour towns consisted of one "all union," eight "part union" and three "non-union." Of the sixteen ten-hour towns fourteen were "non-union" and two "part union."

In the lathers' trade in 1893, of the nine-hour towns one was "all union," two "part union" and eleven "non-union." The ten-hour towns consisted of eleven, which were classified as "non-union."

In the masons' trade fourteen towns were reported as being nine-hour towns, of which two were classified as "all union," ten "part union" and two "non-union." All of the ten-hour towns, fourteen in number were classified as "non-union."

In the trades of masons' tenders, painters, plumbers, slaters, tin and sheet-iron workers, the ratio of all union, part union and non-union towns were approximately the same in 1893 as outlined in the comparisons made with the trades in the paragraph preceding.

In passing it should be stated that the figures concerning the prevailing hours of labor and wage rates in 1905 are based entirely upon the minimum union scale which obtains in the various trades and several towns with which comparisons are

made, and as reference to the tables which follow will show that the eight-hour day predominates. That the causes for this reduction in the hours of labor in the building trades is the result of organization among the artisans is apparent, for many of the towns which were unorganized in 1893, where the longer hour day obtained, have since become known as organized towns and the shorter work-day is now an accomplished fact.

The same method in securing the information herein contained was followed in 1905 as was pursued in 1893; comparisons, therefore, with the same number of towns (twenty-nine) are included in the computation, the tables being compiled in such a manner as to bring into view the prevailing conditions as to hours of labor and rates of wages in the several trades represented in 1905 as in 1893, a period of thirteen years having elapsed since the compilation of the earlier data.

Moreover, it should be understood that the identical localities are placed in juxtaposition, one with the other, thus rendering an accurate comparison easy of achievement.

The detailed figures from which deductions can be made concerning employes engaged in the building trades in Connecticut, here follow:

BRICKLAYERS.

	Hours of Labor per day 1893	Hours of Labor per day 1906	Change in 13 years per cent.	Rate of Wages per day 1893	Rate of Wages per day 1906	Change in 13 years per cent.
HARTFORD COUNTY						
Hartford	9	8	de. 11.1	\$3.50-4.50	\$ 4.40	in. 25.7
Bristol	9	8	de. 11.1	3.50	4.00	in. 14.3
Enfield	9	8	de. 11.1	3.50	4.00	in. 14.3
Thompsonville Manchester	10	8	de. 20	3.00	4.00	in. 33.3
New Britain	9	8	de. 11.1	3.60	4.00	in. 11.1
Southington	10	8	de. 20	3.00	3.60	in. 20
NEW HAVEN COUNTY.						
New Haven	9	8	de. 11.1	3.60	4.00	in. 11.1
Ansonia	10	8	de. 20	3.50	4.00	in. 14.3
Derby	10	8	de. 20	3.50	4.00	in. 14.3
Meriden	9	8	de. 11.1	3.60	4.00	in. 11.1
Naugatuck	10	8	de. 20	3.50-4.00	4.00	in. 14.3
Wallingford	9	8	de. 11.1	3.60	4.00	in. 11.1
Waterbury	10	8	de. 20	3.00-3.50	4.00	in. 33.3
FAIRFIELD COUNTY						
Bridgeport	9	8	de. 11.1	3.50	† 4.00	in. 14.3
Danbury	10	8	de. 20	3.50	4.00	in. 14.3
Greenwich	9	8	de. 11.1	3.50	4.00	in. 14.3
Norwalk	9	8	de. 11.1	3.50	4.00	in. 14.3
Stamford	9	8	de. 11.1	3.50	4.00	in. 14.3
NEW LONDON COUNTY						
New London	9	8	de. 11.1	3.50	3.75	in. 7.1
Groton	10	8	de. 20	3.00-4.00	3.75	in. 25
Norwich	9	8	de. 11.1	3.50	3.75	in. 7.1
Stonington	10	9	de. 10	3.75-4.00	3.00	de. 20

*After May 1, 1906, 55 cents per hour.

†Demand has been made for increase to \$4.80 per day.

BRICKLAYERS.—(Concluded.)

	Hours of Labor per day 1893	Hours of Labor per day 1905	Change in 13 years per cent.	Rate of Wages per day 1893	Rate of Wages per day 1905	Change in 13 years per cent.
WINDHAM COUNTY						
Windham	10	9	de. 10	\$3.50	\$3.00	de. 14.3
Willimantic	10	9	de. 10	3.00-3.50	3.50	in. 16.7
Killingly	10	9	de. 10	3.00	3.50	in. 16.7
Putnam	10	9	de. 10			
LITCHFIELD COUNTY						
Torrington	10	8	de. 20	3.00	4.00	in. 33.3
Winchester	10	8	de. 20	3.00	4.00	in. 33.3
Winsted						
MIDDLESEX COUNTY						
Middletown	9	8	de. 11.1	3.50	3.50	
TOLLAND COUNTY						
Vernon	9	8	de. 11.1	3.50	4.00	in. 14.3
Rockville						

Average decrease in hours of labor, 14.3 per cent.

Average increase in rate of wages, 15 per cent.

CARPENTERS.

	Hours of Labor per day 1898	Hours of Labor per day 1906	Change in 18 years per cent.	Rate of Wages per day 1898	Rate of Wages per day 1906	Change in 18 years per cent.
HARTFORD COUNTY						
Hartford	9	8	de. 11.1	\$2.75-3.00	* \$3.00	in. 9.1
Bristol	10	8	de. 20	3.00	2.80	de. 6.7
Enfield	9	8	de. 11.1	2.50	2.50	.....
Thompsonville Manchester	10	† 9	de. 10	2.00-3.00	2.85	in. 42.5
New Britain	9	8	de. 11.1	2.00-2.75	3.00	in. 50
Southington	10	9	de. 10	2.75	2.75	.....
NEW HAVEN COUNTY.						
New Haven	9-10	8	de. 11.1	2.00-3.00	† 3.00	in. 50
Ansonia	10	8	de. 20	2.25-2.75	2.80	in. 24.4
Derby	10	8	de. 20	2.00-3.00	2.80	in. 40
Meriden	9	8	de. 11.1	2.00-3.25	‡ 2.80	in. 40
Naugatuck	10	8	de. 20	2.00-2.75	2.75	in. 37.5
Wallingford	9	8	de. 11.1	2.25-3.00	2.80	in. 24.4
Waterbury	10	8	de. 20	2.00-3.00	3.00	in. 50
FAIRFIELD COUNTY						
Bridgeport	9	8	de. 11.1	2.50	3.00	in. 20
Danbury	10	9	de. 10	3.50	3.00	de. 14.3
Greenwich	9	8	de. 11.1	2.75	3.50	in. 27.3
Norwalk	9	8	de. 11.1	2.50	‡ 2.75	in. 10
Stamford	10	8	de. 20	2.75	2.75	.....
NEW LONDON COUNTY						
New London	9	8	de. 11.1	2.00-2.75	|| 2.50	in. 25
Groton	10	8	de. 20	2.00-2.75	2.50	in. 25
Norwich	9	8	de. 11.1	2.25	** 2.75	in. 22.2
Stonington	10	9	de. 10	1.00-2.50	2.50	in. 25

*After May 1, 1906, 41 cents per hour.

†After May 1, 1906, eight hours per day.

‡After April 2, 1906, \$3.25 per day.

§After April 2, 1906, \$3.00 per day.

||Demand has been made for an increase to \$2.75 per day.

**Demand has been made for an increase to \$3.00 per day.

CARPENTERS.—(Concluded.)

	Hours of Labor per day 1893	Hours of Labor per day 1905	Change in 13 years per cent.	Rate of Wages per day 1893	Rate of Wages per day 1905	Change in 13 years per cent.
WINDHAM COUNTY						
Windsorham	10	* 9	de. 10	\$2.25-2.50	\$2.25	.....
Willimantic	10	9	de. 10	2.00-2.50	2.50	in. 25
Killingly	10	9	de. 10	2.25-2.50	2.50	in. 11.1
Putnam	10	9	de. 10			
LITCHFIELD COUNTY						
Torrington	10	8	de. 20	2.25	2.75	in. 22.2
Winchester	10	* 9	de. 10	2.50	2.50	.....
Winsted						
MIDDLESEX COUNTY						
Middletown	9	8	de. 11.1	2.25-2.75	2.50	in. 11.1
TOLLAND COUNTY						
Vernon	9	† 9	.....	2.00	2.50	in. 25
Rockville						

*Demand has been made for the adoption of the eight-hour day.

†After April 2, 1906, eight hours per day.

Average decrease in hours of labor, 13.3 per cent.

Average increase in rate of wages, 24.8 per cent.

LATHERS.

	Hours of Labor per day 1898	Hours of Labor per day 1905	Change in 13 years per cent.	Rate of Wages per day 1893	Rate of Wages per day 1905	Change in 13 years per cent.
HARTFORD COUNTY						
Hartford	9	8	de. 11.1	Per Bundie. \$3.00	Per Bundie. .25	.....
Bristol	9	8	de. 11.1	 2.25	.30	.....
Enfield	9	9	.....	..... 2.25	.22	.....
Thompsonville						
Manchester	10	9	de. 10	.18 2.50	.22	in. 22.2
New Britain	9	9	.....	..... 2.50	.20	.....
Southington	10	8	de. 20	.22½ 2.25	.20	de. 11.1
NEW HAVEN COUNTY.						
New Haven	9	8	de. 11.1	.15-.17	.23	in. 53.3
Ansonia	10	8	de. 20	.14-.18	.18	in. 28.6
Derby	10	8	de. 20	.15-.18	.18	in. 20
Meriden	9	8	de. 11.1	.14-.16	.20	in. 42.9
Naugatuck	10	8	de. 20	.16-.18	.22	in. 37.5
Wallingford	9	8	de. 11.1	.19	.20	in. 5.3
Waterbury	10	8	de. 20	.15-.18	.20	in. 33.3
FAIRFIELD COUNTY						
Bridgeport	9	8	de. 11.1	.15-.20	.22½	in. 50
Danbury	10	9	de 10	.15	.20	in. 33.3
Greenwich	9	8	de. 11.1	.20	\$4.00	.....
Norwalk	9	8	de. 11.1	.15	.20	in. 33.3
Stamford	9	8	de. 11.1	.16	.20	in. 25
NEW LONDON COUNTY						
New London	9	8	de. 11.1	.16	.18	in. 12.5
Groton .....	.....	8	.....	.18	.18	.....
Norwich	9	8	de. 11.1	.16	.20	in. 25
Stonington .....	.....	9	.....	.18	.20	in. 11.1

LATHERS.—(Concluded.)

	Hours of Labor per day 1898	Hours of Labor per day 1906	Change in 18 years per cent.	Rate of Wages per day 1898	Rate of Wages per day 1906	Change in 18 years per cent.
WINDHAM COUNTY				Per Bundla.	Per Bundla.	
Windham	9			.18	.20	in. 25
Willimantic	10	9	de. 10	.16-.18	.20	in. 25
Killingly		9		.16-.18	\$2.00	
Danielson						
Putnam						
LITCHFIELD COUNTY						
Torrington	10	8	de. 20	 \$3.00	.18	
Winchester	10	9	de. 10	 3.00	.20	
Winsted						
MIDDLESEX COUNTY						
Middletown	10	8	de. 20	.18	.20	in. 11.1
TOLLAND COUNTY						
Vernon	9	9		.17	.22	in. 29.4
Rockville						

Average decrease in hours of labor, 13.7 per cent.

Average increase in rate of wages, 25.6 per cent.

MASONS.

	Hours of Labor per day 1893	Hours of Labor per day 1905	Change in 13 years per cent.	Rate of Wages per day 1893	Rate of Wages per day 1905	Change in 13 years per cent.
HARTFORD COUNTY						
Hartford	9	8	de. 11.1	\$3.50-4.00	\$4.40	in. 25.7
Bristol	9	8	de. 11.1	3.50	4.00	in. 14.3
Enfield	9	8	de. 11.1	3.50	4.00	in. 14.3
Thompsonville						
Manchester	10	8	de. 20	3.50	4.00	in. 14.3
New Britain	9	8	de. 11.1	3.50	† 3.50	.....
Southington	10	8	de. 20	3.50	3.50	.....
NEW HAVEN COUNTY.						
New Haven	9	8	de. 11.1	3.00	* 3.00	.....
Ansonia	10	8	de. 20	3.50	3.52	in. .6
Derby	10	8	de. 20	3.50	3.52	in. .6
Meriden	9	8	de. 11.1	3.00	4.00	in. 11.1
Naugatuck	10	8	de. 20	3.50-4.00	3.50	.....
Wallingford	9	8	de. 11.1	3.00	4.00	in. 11.1
Waterbury	10	8	de. 20	3.00-3.50	4.00	in. 33.3
FAIRFIELD COUNTY						
Bridgeport	9	8	de. 11.1	3.50	† 4.00	in. 14.3
Danbury	10	8	de. 20	3.50	4.00	in. 14.3
Greenwich	9	8	de. 11.1	3.75	3.80	de. 6.7
Norwalk	9	8	de. 11.1	3.50	4.00	in. 14.3
Stamford	9	8	de. 11.1	3.50	4.00	in. 14.3
NEW LONDON COUNTY						
New London	9	8	de. 11.1	3.50	3.75	in. 7.1
Groton	10	8	de. 20	3.00-4.00	3.75	in. 25
Norwich	9	8	de. 11.1	2.50	3.00	in. 20
Stonington	10	9	de. 10	3.75-4.00	3.00	de. 20

*After May 1, 1906, \$4.00 per day.

†Demand has been made for increase in wage rate to \$4.80 per day.

‡Demand has been made for an increase to \$4.50 per day.

MASONS.—(Concluded.)

	Hours of Labor per day 1898	Hours of Labor per day 1905	Change in 13 years per cent.	Rate of Wages per day 1893	Rate of Wages per day 1905	Change in 13 years per cent.
WINDHAM COUNTY						
Windham	10	9	de. 10	\$3.50	\$3.00	de. 14.3
Willimantic	10	9	de. 10	2.50-3.00	3.50	in. 40
Killingly	10	9	de. 10	3.00	3.00	.....
Putnam	10	9	de. 10			
LITCHFIELD COUNTY						
Torrington	10	8	de. 20	3.00	4.00	in. 33.3
Winchester	10	8	de. 20	3.00	4.00	in. 33.3
Winsted						
MIDDLESEX COUNTY						
Middletown	9	8	de. 11.1	3.50	3.50	.....
TOLLAND COUNTY						
Vernon	9-10	8	de. 11.1	2.50	4.00	in. 60
Rockville						

Average decrease in hours of labor, 14 per cent.

Average increase in rate of wages, 17.4 per cent.

MASONS' TENDERS.

	Hours of Labor per day 1893	Hours of Labor per day 1906	Change in 13 years per cent.	Rate of Wages per day 1893	Rate of Wages per day 1906	Change in 13 years per cent.
HARTFORD COUNTY						
Hartford	9	8	de. 11.1	\$2.00-2.25	\$2.55	in. 27.5
Bristol	9	8	de. 11.1	2.00	2.25	in. 12.5
Enfield	9	8	de. 11.1	2.00	2.00	.....
Thompsonville Manchester	10	9	de. 10	1.75-2.00	2.00	in. 14.3
New Britain	9	8	de. 11.1	2.25	2.25	.....
Southington	10	8	de. 20	1.75	2.00	in. 14.3
NEW HAVEN COUNTY.						
New Haven	9	8	de. 11.1	1.50-2.00	* 2.25	in. 46.7
Ansonia	10	8	de. 20	1.75	2.00	in. 14.3
Derby	10	8	de. 20	2.00	2.00	.....
Meriden	9	8	de. 11.1	2.00-2.15	2.00	.....
Naugatuck	10	8	de. 20	2.00-2.25	2.25	in. 12.5
Wallingford	9	8	de. 11.1	1.75-2.00	2.00	in. 14.3
Waterbury	10	8	de. 20	1.50-1.75	2.25	in. 50
FAIRFIELD COUNTY						
Bridgeport	9	8	de. 11.1	2.25	2.00	de. 11.1
Danbury	10	8	de. 20	2.00	2.25	in. 12.5
Greenwich	9	8	de. 11.1	2.00	2.25	in. 12.5
Norwalk	9	8	de. 11.1	2.00	2.00	.....
Stamford	9	8	de. 11.1	2.00	* 2.00	.....
NEW LONDON COUNTY						
New London	9	8	de. 11.1	2.00	2.00	.....
Groton	10	8	de. 20	1.50-2.00	2.00	in. 33.3
Norwich	9	8	de. 11.1	2.00	† 2.00	.....
Stonington	10	9	de. 10	1.75	2.00	in. 14.3

*Demand has been made for increase to \$2.40 per day.

†Demand has been made for increase to \$2.25 per day.

MASONS' TENDERS.—(Concluded.)

	Hours of Labor per day 1893	Hours of Labor per day 1905	Change in 13 years per cent.	Rate of Wages per day 1893	Rate of Wages per day 1905	Change in 13 years per cent.
WINDHAM COUNTY						
Windham	10	9	de. 10	\$2.00-2.25	\$ 2.75	in. 37.5
Willimantic	10	9	de. 10	1.75-2.25	1.75	.....
Killingly	10	9	de. 10	1.50-1.75	1.75	in. 16.7
Putnam	10	9	de. 10			
LITCHFIELD COUNTY						
Torrington	10	8	de. 20	1.75	2.25	in. 28.6
Winchester	10	8	de. 20	1.75	2.00	in. 14.3
Winsted						
MIDDLESEX COUNTY						
Middletown	9	8	de. 11.1	1.80	1.60	de. 11.1
TOLLAND COUNTY						
Vernon	9	8	de. 11.1	1.50-1.87	2.00	in. 33.3
Rockville						

Average decrease in hours of labor, 13.7 per cent.

Average increase in rate of wages, 19.4 per cent.

PAINTERS.

	Hours of Labor per day 1898	Hours of Labor per day 1905	Change in 13 years per cent.	Rate of Wages per day 1893	Rate of Wages per day 1905	Change in 12 years per cent.
HARTFORD COUNTY						
Hartford	9	8	de. 11.1	\$2.50-2.75	* \$3.00	in. 20
Bristol	10	8	de. 20	2.50	2.80	in. 12
Enfield	9	9	.....	2.50	2.35	de. 10
Thompsonville Manchester	10	9	de. 10	2.50	2.50	.....
New Britain	9	8	de. 11.1	2.50	† 2.80	in. 12
Southington	10	9	de. 10	2.50	2.80	.....
NEW HAVEN COUNTY.						
New Haven	9-10	8	de. 11.1	2.50-3.15	† 2.50	.....
Ansonia	10	8	de. 20	2.25-2.75	2.50	in. 11.1
Derby	10	8	de. 20	2.00-2.75	2.50	in. 25
Meriden	9	8	de. 11.1	2.50-3.00	2.50	.....
Naugatuck	10	9	de. 10	2.00-2.50	2.50	in. 25
Wallingford	9	8	de. 11.1	2.25-2.50	2.50	in. 11.1
Waterbury	10	8	de. 20	2.00-2.75	2.50	in. 25
FAIRFIELD COUNTY						
Bridgeport	9	8	de. 11.1	2.50	3.00	in. 20
Danbury	10	9	de. 10	2.75	3.00	in. 9.1
Greenwich	10	8	de. 20	2.50	3.00	in. 20
Norwalk	9	8	de. 11.1	2.50	2.75	in. 10
Stamford	10	8	de. 20	3.00	3.00	.....
NEW LONDON COUNTY						
New London	9	8	de. 11.1	2.00-2.50	2.50	in. 25
Groton	10	8	de. 20	2.00-2.50	2.50	in. 25
Norwich	9	8	de. 11.1	2.25-2.50	2.50	in. 11.1
Stonington	10	9	de. 10	2.50	2.50	.....

*Demand has been made for an increase to 41 cents per hour.

†Demand has been made for an increase to \$3.00 per day.

PAINTERS.—(Concluded.)

	Hours of Labor per day 1893	Hours of Labor per day 1905	Change in 13 years per cent.	Rate of Wages per day 1893	Rate of Wages per day 1905	Change in 13 years per cent.
WINDHAM COUNTY						
Windham	10	9	de. 10	\$2.25-2.50	\$2.00	de. 11.1
Willimantic	10	9	de. 10	2.00-2.50	2.00	.....
Killingly	10	9	de. 10	2.00	2.00	.....
Putnam	10	9	de. 10			
LITCHFIELD COUNTY						
Torrington	10	8	de. 20	2.25	2.75	in. 22.2
Winchester	10	* 9	de. 10	3.00	2.25	de. 25
Winsted						
MIDDLESEX COUNTY						
Middletown	9	8	de. 11.1	2.00-2.50	2.50	in. 25
TOLLAND COUNTY						
Vernon	9	* 9	.....	2.00	2.25	in. 12.5
Rockville						

*After April 2, 1906, eight hours per day.

Average decrease in hours of labor, 13.4 per cent.

Average increase in rate of wages, 13.1 per cent.

PLUMBERS.

	Hours of Labor per day 1893	Hours of Labor per day 1905	Change in 13 years per cent.	Rate of Wages per day 1893	Rate of Wages per day 1905	Change in 13 years per cent.
HARTFORD COUNTY						
Hartford	9	8	de. 11.1	\$2.75-3.00	\$3.50	in. 27.3
Bristol	10	8	de. 20	3.25	2.50	de. 23.1
Enfield	10	9	de. 10	3.50	2.75	de. 21.4
Thompsonville						
New Britain	9	8	de. 11.1	2.75	* 3.00	in. 9.1
Southington	10	9	de. 10	3.00	3.00	.....
NEW HAVEN COUNTY.						
New Haven	9	8	de. 11.1	2.25-3.00	3.00	in. 33.3
Ansonia	10	8	de. 20	2.50-3.00	3.00	in. 20
Derby	10	8	de. 20	2.75-3.00	3.00	in. 9.1
Meriden	9	8	de. 11.1	2.75-3.00	2.50	de. 9.1
Naugatuck	10	9	de. 10	2.25-2.75	2.50	in. 11.1
Wallingford	10	8	de. 20	2.75-3.25	3.00	in. 9.1
Waterbury	10	8	de. 20	2.25-2.75	2.50	in. 11.1
FAIRFIELD COUNTY						
Bridgeport	9	8	de. 11.1	3.00	3.50	in. 16.7
Danbury	10	9	de. 10	3.50	2.50	de. 28.6
Greenwich	9	8	de. 11.1	3.00	3.50	in. 16.7
Norwalk	10	8	de. 20	3.00	* 3.00	.....
Stamford	10	8	de. 20	3.00	3.00	.....
NEW LONDON COUNTY						
New London	9	8	de. 11.1	3.50	2.50	de. 28.6
Groton	10	8	de. 20	3.00	2.50	de. 16.7
Norwich	9	8	de. 11.1	3.00	3.00	.....
Stonington	10	9	de. 10	2.75-3.00	2.25	de. 18.2

*Demand has been made for an increase to \$3.50 per day.

PLUMBERS.—(Concluded.)

	Hours of Labor per day 1893	Rate of Wages per day 1905	Change in 13 years per cent.	Rate of Wages per day 1893	Rate of Wages per day 1905	Change in 13 years per cent.
WINDHAM COUNTY						
Windham	10	9	de. 10	\$2.50-3.00	\$2.50	.....
Willimantic	10	9	de. 10	3.50	3.00	de. 14.3
Putnam						
LITCHFIELD COUNTY						
Torrington	10	9	de. 10	3.00	2.50	de. 16.7
Winchester	10	9	de. 10	3.00	2.50	de. 16.7
Winsted						
MIDDLESEX COUNTY						
Middletown	9	8	de. 11.1	2.25-3.00	3.00	in. 60
TOLLAND COUNTY						
Vernon	9	9	.....	3.00	2.50	de. 16.7
Rockville						

Average decrease in hours of labor, 13.5 per cent.

Average increase in rate of wages, .6 per cent.

SLATERS.

HARTFORD COUNTY						
Hartford	9	8	de. 11.1	\$2.50-2.75	\$3.50	in. 40
NEW HAVEN COUNTY						
New Haven	9	8	de. 11.1	2.50-3.50	3.50	in. 40
FAIRFIELD COUNTY						
Bridgeport	9	8	de. 11.1	2.50	3.50	in. 40
Norwalk	10	8	de. 20	3.00	3.50	in. 16.7
Stamford	9	8	de. 11.1	3.50	3.50	.....
NEW LONDON COUNTY						
New London	9	8	de. 11.1	3.50	3.50	.....
Norwich	9	8	de. 11.1	3.00-3.25	3.50	in. 16.7

Average decrease in hours of labor, 12.4 per cent.

Average increase in rate of wages, 30.7 per cent.

TIN AND SHEET-IRON WORKERS.

	Hours of Labor per day 1893	Rate of Wages per day 1905	Change in 13 years per cent.	Rate of Wages per day 1893	Rate of Wages per day 1905	Change in 13 years per cent.
HARTFORD COUNTY						
Hartford	9	8	de. 11.1	\$2.50-2.75	\$3.00	in. 20
Bristol	10	8	de. 20	2.75	2.50	de. 9.1
Manchester	10	9	de. 10	2.00-2.50	2.50	in. 25
New Britain	9	8	de. 11.1	2.50	2.50	.....
NEW HAVEN COUNTY.						
New Haven	9	8	de. 11.1	2.00-3.00	3.00	in. 50
Ansonia	10	8	de. 20	2.25-3.00	2.75	in. 22.2
Derby	10	8	de. 20	2.00-3.00	2.75	in. 37.5
Meriden	9	8	de. 11.1	2.00-3.00	2.50	in. 25
Naugatuck	10	9	de. 10	2.00-2.50	2.50	in. 25
Wallingford	10	8	de. 20	2.00-3.00	3.00	in. 50
Waterbury	10	8	de. 20	2.00-2.75	2.50	in. 25
FAIRFIELD COUNTY						
Bridgeport	9	8	de. 11.1	2.75	3.50	in. 27.3
Danbury	10	9	de. 10	2.75	2.50	de. 9.1
Greenwich	10	8	de. 20	3.25	3.00	de. 7.7
Norwalk	10	8	de. 20	2.50	3.00	in. 20
Stamford	10	8	de. 20	2.50	3.00	in. 20
NEW LONDON COUNTY						
New London	9	8	de. 11.1	3.00-3.50	2.50	de. 16.7
Norwich	9	8	de. 11.1	2.50-3.00	2.50	.....
WINDHAM COUNTY						
Windham	10	9	de. 10	1.50-2.50	2.00	in. 33.3
Willimantic						
Killingly	10	9	de. 10	3.00	2.50	de. 16.7
Danielson						
Putnam	10	9	de. 10	2.25-2.50	2.50	in. 11.1

TIN AND SHEET-IRON WORKERS.—(Concluded.)

	Hours of Labor per day 1898	Rate of Wages per day 1906	Change in 13 years per cent.	Rate of Wages per day 1893	Rate of Wages per day 1905	Change in 13 years per cent.
LITCHFIELD COUNTY						
Torrington	10	9	de. 10	\$2.00	\$2.50	de. 16.7
Winchester	10	9	de. 10	2.00	2.50	de. 16.7
Winsted						
MIDDLESEX COUNTY						
Middletown	9	8	de. 11.1	2.00-2.00	2.00	in. 80
TOLLAND COUNTY						
Vernon	9	9	.....	2.00	2.25	in. 12.5
Rockville						

Average decrease in hours of labor, 13.7 per cent.

Average increase in rate of wages, 17. per cent.

AVERAGE CHANGE IN HOURS OF LABOR AND RATE OF WAGES IN
THE BUILDING TRADES IN THIRTEEN YEARS.

The changes in hours of labor and rate of wages in the building trades as represented in the foregoing show a most interesting and instructive condition. As was chronicled in the report of the bureau for 1893, "the daily hours of labor in the building trades in Connecticut are (were) nine to ten; no instance being reported, in this state, of an eight-hour day, which has (had) been secured, in rare cases, in other states."

Classifying the towns by trades as nine-hour or ten-hour towns in 1893, and comparing the condition as to the prevailing hours of labor which obtained then, with the prevailing schedule of hours in 1905, it is seen that the hours of labor in the

BRICKLAYERS' TRADE.

In 1893 were ten per day in fourteen of the twenty-nine towns considered, while the nine-hour day prevailed in fifteen towns. In 1905, the change from the ten to the nine-hour day had taken place in four of the twenty-nine towns, in ten of the towns the hours of labor were reduced from ten to eight hours per day and in fifteen towns the hours of labor were eight in place of nine per day. The average decrease in hours of labor in this trade has been 14.3 per cent. in thirteen years.

CARPENTERS.

In the carpenters' trade the hours of labor were ten per day in sixteen and nine per day in thirteen of the towns considered in 1893. The average daily hours of labor in the same towns in 1905 were reduced 13.3 per cent. The changes in thirteen years consisted of a reduction in daily hours of labor from ten to nine in seven of the towns considered, in nine of the towns the change was from ten to eight, and in thirteen the hours of labor were reduced from nine to eight per day.

LATHERS.

Comparisons are made with nineteen towns in this trade. In many of the towns included in the other trades no mention

is made of hours of labor, the price per bundle only being given. It is found that the customary hours of labor among the lathers in these towns was 13.7 per cent. less in 1905 than in 1893.

It also appears that while the prevailing hours of labor in 1893 were ten per day in seven of the towns, nine hours per day prevailed in twelve. In 1905, however, in none of the towns with which comparisons are made, did the ten-hour day obtain, there being but six of them in which the nine-hour day schedule was retained while in thirteen the eight-hour day rule had been adopted.

MASONS.

It is possible to compare the change in hours of labor in the masons' trade in 1905 with 1893 in twenty-nine towns.

The average reduction in daily hours in this trade in thirteen years was 14 per cent. In four of the towns the reduction was from ten to nine hours per day, in ten towns the change was from ten to eight hours per day and in fifteen of the towns where nine hours per day prevailed in 1893, the eight-hour day is the rule in 1905.

MASONS' TENDERS.

In this branch of the building trade comparisons can also be made with twenty-nine towns. The average change in the hours of labor of masons' tenders during the thirteen-year period was 13.7 per cent.; the prevailing hours being less per day in each of the towns considered. In 1893, ten hours per day were the usual hours of labor in fourteen of the towns, while in 1905 in no town does the ten-hour day obtain.

In five of these towns the hours of labor have been reduced to nine per day and in nine of the towns to eight per day.

In the remaining fifteen towns the nine-hour day was customary in 1893, while in 1905 the eight-hour day prevails in all of them; thus it is seen that of the twenty-nine towns in twenty-four the eight-hour day is the rule among those following this trade.

PAINTERS.

In the twenty-nine towns considered those engaged in the trade of house-painting followed the ten-hour per day schedule

in seventeen in 1893 while in twelve of the towns the nine-hour day had been adopted as the customary hours of labor. In 1905 there were no ten-hour towns among those included in these comparisons, there being eleven in which the nine-hour day was the rule and in eighteen the eight-hour day had become customary. The average hours of labor were 13.4 per cent. less per day in this trade in 1905 than in 1893, and the changes in nine of the towns in thirteen years was from ten to nine hours per day; in eight of the towns the change was from ten to eight and in ten it was from nine hours to eight per day. In two of the towns with which comparisons are made there was no change in the daily hours of labor.

PLUMBERS.

In the plumbing trade comparisons can only be made with twenty-seven towns. The average daily hours of labor in these towns in this trade was 13.5 per cent. less in 1905 than in 1893. The changes which occurred during the thirteen years in the hours constituting a day's work were from ten to nine hours per day in nine of the towns, in seventeen towns the reduction was from nine to eight hours per day and in one town no change appears, the nine-hour day remaining.

SLATERS.

Seven towns only are included in computing the changes in the slaters' trade. This change consists of a decrease in daily hours of labor of 12.4 per cent. in thirteen years. In all seven of the towns considered the eight-hour day prevailed in 1905, against ten hours per day in one town, and nine hours per day in six towns in 1893.

TIN AND SHEET IRON WORKERS.

The daily hours of labor which prevail among the tin and sheet iron workers was 13.7 per cent. less in 1905 than in 1893, there being twenty-five towns represented in making the comparison. In 1893 ten hours per day prevailed in sixteen of these towns and in nine the nine-hour day was customary. In

1905 there were no ten-hour towns among them, sixteen observing the rule for an eight-hour day and in nine the nine-hour schedule obtained. The changes in eight of the towns was from ten to nine and the same number changed from ten to eight hours per day. The change in eight of the towns was from nine to eight per day, while the nine-hour day rule was retained in one.

WAGE RATES 1893-1905.

BRICKLAYERS.

Comparisons in the matter of wage rates in the bricklayers trade in 1893 and 1905 are made with twenty-nine towns. The increase in the average prevailing wage rate in these localities was 15 per cent. during the thirteen-year period and consisted of an increase from \$3.00 to \$4.00 per day in four towns, \$3.50 to 4.40 in one town, \$3.00 to \$3.75 in one town, \$3.00 to \$3.60 in another, \$3.50 to \$4.00 in eleven towns, 3.00 to 3.50 in two, \$3.60 to \$4.00 in four towns, \$3.50 to \$3.75 in two, one town showing that the \$3.50 per day rate remained the same, while the figures from two towns develop the information that the wage rate was reduced from \$3.75 to \$3.00 and from \$3.50 to \$3.00 per day in each respectively.

CARPENTERS.

In the carpenters' trade comparisons can also be made with twenty-nine towns, the average increase in wage rate for the thirteen-year period being 24.8 per cent.

In three of the towns the change in wage rate was from \$2.00 to \$3.00 per day, in one the increase was from \$2.00 to \$2.85 per day, two towns show an increase from \$2.00 to \$2.80 per day. The figures from one town indicate that the increase was from \$2.75 to \$3.50 per day, in another the change was from \$2.00 to \$2.75 per day while in five towns the increase was from \$2.00 to \$2.50 per day. There are two towns in which the increase was from \$2.25 to \$2.75 per day, and two where the increased rate was from \$2.25 to \$2.80 per day.

An increase from \$2.50 to \$3.00 per day is reported from one town, from \$2.50 to \$2.75 in another and still another shows

a change from \$2.75 to \$3.00 per day. The reports from two towns show that the wage rate had increased from \$2.25 to \$2.50 per day, while in two other towns the prevailing rate of \$2.50 per day in 1893 was continued in 1905, and in one town the 1893 rate of \$2.25 per day obtained in 1905. In two towns the 1893 rate of \$2.75 per day was retained and in two other towns a reduction in rates from \$3.50 to \$3.00 and from \$3.00 to \$2.80 per day, respectively, were made.

LATHERS.

In the calling of lathers the price paid per bundle placed seems to govern, therefore, for purposes of this comparison but twenty-two towns are considered. The average rate of wages in this trade was 25.6 per cent. greater in 1905 than in 1893. Divided as to number of towns in which changes in prices took place during the thirteen years it is shown that in five of them the change was from sixteen to twenty cents per bundle, in three from fifteen to twenty, and in two from eighteen to twenty cents. Of the remaining twelve towns one retained the former rate of eighteen cents per bundle, in one the price was reduced from twenty-two and one-half cents to twenty cents per bundle, and each of the others made changes in rates per bundle as follows: 18 to 22 cents, 15 to 23, 14 to 18, 15 to 18, 14 to 20, 16 to 22, 19 to 20, 15 to 22½, 16 to 18, and 17 to 22 cents per bundle.

MASONS.

In the masons' trade comparisons can be made with twenty-nine towns. The increase in the average wage rate in the trade in these towns being 17.4 per cent. in thirteen years. In one of the towns included in this comparison the change in wage rate was from \$2.50 to \$4.00 per day. In another of the towns the daily wage rate was \$3.50 per day in 1905 against a rate of \$2.50 in 1893; and in one town it was increased from \$3.50 to \$4.40 per day. Six of the towns show an increase from \$3.50 to \$4.00 per day, two increased the prevailing rate from \$3.60 to \$4.00 per day, one from \$3.00 to \$3.75, one from \$3.50 to \$3.75, one

from \$2.50 to \$3.00, and two from \$3.50 to \$3.52 per day. In four of the towns the rate of wages remain at \$3.50 per day, in another at \$3.60 per day and one other at \$3.00 per day, which were the prevailing rates in those towns in 1893.

Reductions were made in wage rates in this calling in three of the towns with which comparisons are made. In one the decrease was from \$3.75 to \$3.00 per day, in another the wage rate was reduced from \$3.50 to \$3.00 per day, and in the third \$3.50 per day was the rate in 1905 against \$3.75 in 1893.

MASONS' TENDERS.

The average increase in the prevailing wage rate in the masons' tenders trade was 19.4 per cent. in the twenty-nine towns with which comparisons are made, during the thirteen-year period considered.

In one of the towns the daily wage rate increased from \$2.00 to \$2.75 per day, in one the rate was \$2.25 in 1905, as compared with \$1.50 in 1893 and in another it was \$1.50 at the earlier and \$2.20 at the later date. In one town the increase was from \$2.00 to \$2.55 per day, in four from \$2.00 to \$2.25, in six from \$1.75 to \$2.00, in two from \$1.50 to \$2.00, and in two others from \$1.75 to \$2.25 and from \$1.50 to \$1.75 per day respectively. In seven of the towns the 1893 rate of \$2.00 per day was retained, in one the prevailing rate of \$2.25 per day in 1893 obtained in 1905 as did the rate of \$1.75 per day in another town.

A reduction in rate of wages from \$2.25 to \$2.00 per day is shown in one town and in another from \$1.80 to \$1.60 per day.

PAINTERS.

In the trade classified as "painters" are included those engaged in the occupation of house painting. The figures for 1905 compared with those for 1893 indicate that the average rate of wages in this trade increased during the interval, in the localities included in the calculation, 13.1 per cent. In three of the towns the increase in wage rate was from \$2.50 to \$3.00 per day, in one the increase was from \$2.25 to \$2.75 per day,

and in six the change was from \$2.00 to \$2.50 per day. In two towns the rate was \$2.80 per day in 1905 against \$2.50 in 1893, in three the increase was from \$2.25 to \$2.50 per day, in one from \$2.75 to \$3.00, in another from \$2.50 to \$2.75, and in one from \$2.00 to \$2.25 per day. In five towns the wage rate was \$2.50 per day in 1893, remaining the same in 1905, in two the 1893 rate of \$2.00 per day was retained in 1905 and in one the \$3.00 per day rate was maintained.

Reductions in wage rates were reported from three towns, the change in each being from \$3.00 to \$2.25, \$2.50 to \$2.25, and from \$2.25 to \$2.00 per day respectively.

PLUMBERS.

In the plumbers trade twenty-seven towns are represented in the tabulation, the figures from which show that the average rate of wages in this trade increased .6 per cent. in thirteen years. In one town the recorded change was from \$2.25 to \$3.60 per day, in another from \$2.75 to \$3.50, and in one other the increase was from \$2.25 to \$3.00 per day. In two towns the wage rate changed from \$3.00 to \$3.50 per day, in one from \$2.50 to \$3.00, in three from \$2.75 to \$3.00, and two from \$2.25 to \$2.50 per day. In four towns the 1893 rate of \$3.00 per day still obtains and in one \$2.50 per day is the scale as it was in 1893. Reductions in wage rates are shown to have taken place in eleven of the towns represented, these being from \$3.25 to \$2.50 in one, \$3.50 to \$2.75 in one, \$2.75 to \$2.50 in one, \$3.50 to \$2.50 in two, \$3.00 to \$2.50 in four, \$2.75 to \$2.25 in one and \$3.50 to \$3.00 in one.

SLATERS.

Comparisons can be made with but seven towns in the slaters' trade, these being the only localities from which figures were obtained in 1893. These data indicate that the average wage rate in this trade increased 30.7 per cent. during the thirteen-year period. In two of the towns represented the 1893 rate of \$3.50 per day was retained in 1905, in two others the increases shown were from \$3.00 to \$3.50 per day in each and in three

the \$2.50 rate of 1893 was increased to \$3.50 during the period considered.

TIN AND SHEET-IRON WORKERS.

There are twenty-five towns with which comparisons can be made in this industry, the figures from which show that the average wage rate increased 17 per cent. during the period included. In two of the towns the rate increased from \$2.00 to \$3.00 per day, in three from \$2.50 to \$3.00, in four from \$2.00 to \$2.50, in seven towns the respective increases in each were \$2.25 to \$2.75, \$2.00 to \$2.75, \$2.75 to \$3.50, \$1.50 to \$2.00, \$2.25 to \$2.50, \$2.00 to \$3.60 and \$2.00 to \$2.25. In two towns the \$2.50 per day rate of 1893 obtained in 1905, in four the wage rate was reduced from \$3.00 per day, in 1893 to \$2.50 per day in 1905, in two from \$2.75 to \$2.50 and in one town the \$3.25 rate of 1893 was reduced to \$3.00 per day in 1905.

EXPLANATORY.

In respect of the comparisons recorded in the foregoing it should be remembered that in making them the minimum rate of wages was considered in both periods. In the matter of wages this was deemed to be the only method which would insure accurate results, for while both the minimum and maximum rates are given in the tabulated statement in the report for 1893, figures based upon the lowest rate only were secured in 1905, hence comparisons should be made with the minimum rate in both periods.



Part VII.

The National Civic Federation and Immigration.

THE NATIONAL CIVIC FEDERATION AND IMMIGRATION.

The following is quoted from the prospectus distributed from the headquarters of the Federation at No. 281 Fourth avenue, New York City. The purpose of its reproduction here being to present, by way of introduction, the place which Connecticut's representatives held as participants at the conference referred to in the following paragraph:

PLAN AND SCOPE OF THE NATIONAL CIVIC FEDERATION.

The purpose of The National Civic Federation is to organize the best brains of the nation in an educational movement toward the solution of some of the great problems related to social and industrial progress; to provide for study and discussion of questions of national import; to aid thus in the crystallization of the most enlightened public opinion; and, when desirable, to promote legislation in accordance therewith.

The membership of the Federation is drawn from practical men of affairs, whose acknowledged leadership in thought and action makes them typical representatives of the various elements that voluntarily work together for the general good. Its National Executive committee is constituted of three factors: the *general public*, represented by the church, the bar, the press, statesmanship and finance; *employers*, represented by large manufacturers and the heads of great corporations, and employers' organizations; and *labor*, represented by the principal officials of national and international organizations of wage-earners in every important industry.

IMMIGRATION.

The Department of Immigration is composed of men selected to represent every locality in the Union affected by the admission of aliens. Its purpose is to investigate important phases of the subject through committees, which will report their finding to the Department for action. This Department was organized at the request of the National Conference upon

that subject, held in New York City, Dec. 6-8, 1905, which Conference was attended by more than five hundred delegates appointed by Governors of States, leading commercial, agricultural, manufacturing, labor and economic organizations, and by prominent ecclesiastical and educational institutions.

Upon request being made upon him by the National Civic Federation, his Excellency Governor Roberts appointed the following named gentlemen to represent the state as delegates to this conference, all of whom accepted the appointment and were in attendance during the days December 6-8, 1905:

Rev. Joel S. Ives, Meriden.
William D. Parker, Meriden.
F. Clarence Bissell, Willimantic.
Robert A. Griffing, Hartford.
John H. Perry, Southport.
Henry H. Bridgman, Norfolk,
Waterman R. Burnham, Norwich.
Rev. Watson L. Phillips, New Haven.
Clarence E. Bacon, Middletown.
Olcott B. Colton, Hartford.
Lynde Harrison, New Haven.
Asahel Mitchell, Woodbury.

This conference was the first of its kind ever called in this country; and that the importance and magnitude of the problem to be discussed by its members was fully appreciated is shown by the fact that more than five hundred delegates attended the opening session. These included representatives of every considerable section of the United States proper, and, in one case, of this country's insular possessions. That so many bankers, merchants, professional men, labor leaders and legislators should leave their callings to take part in this conference argued an intensity of interest which insured a discussion worth listening to. All shades of opinion were represented, from that of the capitalist who desired cheap foreign labor to that of the trade unionist who feared alien competition in wages; from that of the humanitarian who would welcome every strong and willing worker, however poor, to that of the reformer who would raise a higher barrier against the penniless alien. All these and many other views were presented

with great fullness and frankness from the floor and platform, the widest opportunity for argument being afforded; so that the resolutions which follow, voicing the sentiments of the conference, were finally adopted with practical unanimity.

RESOLUTIONS.

The resolutions which were unanimously adopted, practically without debate, were as follows:

"Resolved, That the members of the National Conference on Immigration heartily endorse the wise suggestions of the President of the United States in his annual message to the Congress, regarding the enforcement and amendment of the laws concerning immigration, and regarding an international conference to deal with the question. They urge upon the Congress the speedy passage of the laws required to put such recommendations into effect.

"Resolved, That the immigration laws should be amended in the following particulars:

"(a) By placing in the excluded classes "feeble-minded persons"; 'imbeciles';

"(b) By carefully defining the term 'persons likely to become public charges,' so as to permit the exclusion of those persons of permanently enfeebled vitality, whether this condition is due to accident, inheritance, disease, advanced age or other defect;

"(c) By making provision so that the air-space allotted to each person in ships carrying immigrants be not less than two hundred cubic feet, instead of one hundred and ten cubic feet for the main deck, as now provided, and that the space be proportionately increased for the other decks;

"(d) By making such provisions as shall compel the service of food at tables with seats, in compartments not used for sleeping.

"Resolved, That the penalty of \$100 now imposed on steamship companies for bringing diseased persons to the United States be also imposed for bringing in any person excluded by law.

"Resolved, That the Government of the United States provide some methods of investigation, examination and certification of foreign immigrants in their home countries, or at the port of departure, so as more certainly to avoid the hardship of deportation by preventing the embarkation of persons excluded by law from admission into the United States.

"Resolved, That in order to prevent the undue concentration of immigrants in some parts of our country, and to encourage

their better distribution in sections where conditions may be more favorable, the United States Government afford to the separate States and Territories opportunities to furnish to incoming immigrants at the ports of entry, and also so far as it may be found practicable, before their arrival in this country, trustworthy information regarding the material resources and the conditions of life and labor which confront the followers of different occupations in the various States and Territories.

"Resolved, That we recommend to the Congress that it furnish sufficient means to the Commissioner-General of Immigration to improve the facilities for handling immigration at the South Atlantic and Gulf ports, in order thereby to promote the better distribution of immigration over the undeveloped lands of the South and Southwest.

"Resolved, That on account of the large number of alien immigrants who are admitted contrary to law because of the possession of naturalization papers fraudulently obtained, this Conference recommends that all naturalization certificates should contain a description of the applicants similar to that provided in the case of passports issued to the Department of State.

"Resolved, That we recommend to the Congress the establishment of a Commission with competent authority, to be appointed by the President, to investigate the subject of immigration in all its relations, including the violations and evasions of the present law; and to report to the President the results of its investigations with recommendations.

"Resolved, That we heartily commend The National Civic Federation upon its initiative in calling together this First National Conference on the important subject of immigration; and in order that this work may be advantageously continued, we request the Civic Federation to appoint a standing committee on that subject."

It should be stated here that legislation along the lines indicated in the resolutions quoted above was subsequently introduced in the National Congress.*

Among those who have a wide reputation for knowledge of economics and peculiarly fitted to express opinions, gained

*A measure which, in effect, amends the United States immigration laws and which has been favorably reported by the Senate Committee, draws the line closer, yet as many believe, none too close. The head tax on incoming aliens is raised from two to five dollars and the liability of steamship companies which bring undesirable immigrants is much broadened. The excluded classes are extended so as to include

by experience. upon the subject of immigration who participated in and addressed the conference were the following: August Belmont, President of the National Civic Federation; Samuel Gompers, First Vice-President of the Civic Federation and President of the American Federation of Labor; Oscar S. Straus, Second Vice-President of the National Civic Federation; Frank P. Sargent, U. S. Commissioner General of Immigration; Prescott F. Hall, of the Immigration Restriction League of the United States; Professor Morris Loeb, of New York University; Hon. W. A. Clark, U. S. Senator for Montana; Andrew Carnegie; Hon. Robert Adams, of the Congressional Committee on Immigration; Hon. Augustus P. Gardner, Representative in Congress for the Sixth Massachusetts district; Chas. W. Eliot, President of Harvard University; Walter Macarthur, representing the Japanese and Corean Exclusion League; Rt. Rev. John Ireland, Roman Catholic Archbishop of St. Paul; Robert Watchorn, Commissioner of Immigration for the Port of New York; Jesse Taylor, representing Junior Order United American Mechanics; Prof. J. W. Jenks, Professor of Political Economy, Cornell University; Dr. Edward A. Steiner, Professor of Applied Christianity, Iowa College; Professor John R. Commons, Department of Political Economy, University of Wisconsin; Hon. A. L. C. Atkinson, Secretary of the Territorial Government of Hawaii, and others of equally high standing.

Lack of space forbids the incorporation here of the many opposite views held and expressed by the eminent speakers at the conference, yet it is deemed necessary that the expressed opinions of some of the Connecticut delegates should be given a place in this chapter, and, while these addresses are not printed in full, yet so much of each of them as is considered germane to the subject is herewith presented:

all imbeciles, feeble-minded persons, any whose mental or physical defects may affect their ability to earn a living and children under seventeen years of age unaccompanied by parents. The lines are drawn closer, also, relative to polygamists and criminals. Another feature is that which requires steamship companies to furnish lists of all outgoing aliens before departure from the United States.

REMARKS OF REV. JOEL S. IVES.

Mr. Chairman, Ladies and Gentlemen:

After hearing the discussions of to-day, after our delightful trip to Ellis Island, I am somewhat in the position of the rural justice who, after listening to the arguments on both sides of the case, remarked, "Talking on both sides of the question like that, you confuses me!"

However, I delight in this opportunity to speak for Connecticut, and to speak as a Congregational minister from Connecticut. Connecticut boasts of "parsons" like Thomas Hooker who gave the model for the first written form of constitutional government which has been worked out so grandly in America. New England in spite of her narrow confines, is yet proud of her "Puritan conscience" and proud of the principles which are ever basic in her achievements.

It may be said in joke that we "fell on our knees and then on the aborigines," but we are by no means ashamed of our record with the North American Indian, when we point to such "parsons" as Eliot and Brainerd and Jonathan Edwards. The New England conscience is known the world over. It needs no definition. It is not of recent origin. When George Washington had occasion to write a business letter to an English dignitary he enclosed in the letter one of Franklin's "Almanacks." The English lord returned a courteous and satisfactory answer to our President with reference to the business in hand, but closed the missive with these words: "Damn that book of maxims. It smells of New England."

This New England idea of which we are proud is in our minds to-night as we consider the better distribution of our present immense bulk of immigration. The figures have been told and retold, yet not too often. The prophecy has been made that we have seen the high tide of this alien flood and that we shall never see the like again. But such a prophecy may well be set up in type to be reiterated every year.

Immigration saw a high tide mark in 1882—nearly 800,000. But that was an immigration largely from Teutonic Europe, the same class from which America was first peopled. God sifted the nations during the sixteenth century for "chosen

seed" with which to plant this new land in the seventeenth century. It is a frequent thing to speak of our ancestry as Anglo-Saxon but that only hints at the complexity of our beginnings. We are Anglo, Saxon, Franco, Germanic, Swedish, Danish, Norwegian, Celtic—the whole list of the Teutonic tribes of Northern Europe conspired to make the American of to-day. We rejoice in this conglomeration. There is no doubt but that our efficiency is derived from this complex origin. Like a twisted cord each separate strand contributes its element of power.

On the whole there has been a steady increase in the alien tide to the Atlantic shore since 1820. During the Civil War in 1862 the low tide mark—the lowest in sixty years—was 72,000. Again in 1876 and 1877 it was 140,000, while in 1897 and 1898 it was 230,000. Since 1850, when the population of the United States was 23,191,876, immigration has added an increment practically equal to this of which more than half has been added since 1880. For the last three years the figures have been unprecedented, having passed the million mark. 1905 with 1,026,499 has overtopped all calculations. This is for the fiscal year which ends June 30. If the twelve months of 1905 are at the same ratio as the first ten months the figures will be 1,119,000. And it is to be particularly remembered that this alien flood, a million strong, is largely from the Slavic and Iberic people of various dialects from Southern Europe.

We of New England do not object to a generous immigration. We welcome immigration, and although this enormous *Volkerwanderung* of the last few years is from Southern Europe—the Latin, the Slav and the Hun—we recognize that we are receiving into our cold, phlegmatic Puritanism the warm, esthetic life of sunnier climes. We do not forget such Poles as Kosciusko, Pulaski or Chopin, Paderewski, Modjeska or Mme. Slodonksi Curie. Louis Kossuth was a Magyar, Nicola Tesla a Croatian, John Huss a Slovak and Marconi an Italian.

Such a nation as Italy, with such a literature, with such architecture, with such paintings, with such sculpture has contributed and will contribute an invaluable element in our national life.

Mr. Chairman, the point we raise is this, so large a proportion of the present million-a-year immigration lands at the ports of New York and Boston that Southern New England is receiving more than her share. The early immigration moved westward and peopled the "Great American Desert." By the last census North Dakota ranks highest in the percentage of foreign parentage with Massachusetts fifth, while statisticians tell us that to-day Massachusetts is the most foreign state in the Union. However, figures may be juggled, the census of 1900 gives four cities in Massachusetts and one in Rhode Island with a larger percentage of foreign parentage than New York City, Chicago or San Francisco.

If we are to maintain our New England ideals we have a large proposition on our hands. The odds are against us. Southern New England is already more than sixty-five per cent. of foreign parentage, some of our cities eighty per cent. and our rural sections largely depleted of native stock. Our common schools must be kept up, a righteous and honorable press must be maintained; all the influences for the purity and virtue of the press, the schools and the churches must be vindicated, for it is just this which created New England and possessed sufficient virility to leaven the nation from the Atlantic to the Pacific until to-day you can find upon that far-off coast purer New England communities than can be found this side the Hudson river.

"How beautiful they stand!
Those ancient altars of our native land.
Amid the pasture fields and dark green woods,
Amid the mountains cloudy solitudes,
Each in its little plot of holy ground.
How beautiful they stand,
Those old white churches of our native land!"

With such immigrations as Mr. Andrew Carnegie, who builds libraries and public schools in our communities, we can afford to welcome all who desire to come and can depend upon these uplifting and helpful influences to mold their life and sentiment into a civilization that will minister to the well being, not alone

of New England, but of the nation as a whole. You may go into cities in Southern New England, like New Britain, Connecticut, for example, and watch the outworking of this problem. There you may see a schoolhouse which has been built in a rapidly growing section of the city, and realizing that New Britain is already 80 per cent. of foreign parentage, may call to mind the fact that the people who built this schoolhouse are of the old New England stock who have made New Britain what it is and by their skill, thrift and enterprise have accumulated their property and are able, therefore, because of their taxes, to build such schoolhouses. But, if we were dependent upon the large percentage of New Britain's population to erect such buildings it could not be done; and we are facing this condition in Southern New England, that not an institution can be maintained therein out of the native stock alone. If you reckon the children, the parents and the grandparents in this section, not one-quarter of them are of native stock. It is not now a question of the desirable or undesirable immigrants; it is the question of having within our gates this enormous mass of people, who, to be sure, have come to help in our needs, to work in our factories, to build our railroads, to make up the large increment of our large population; but are not qualified, because of their early education, their associations, their environments, to appreciate the high worth of the New England ideal which obtained so long ago and has developed itself westward to The Great Sea.

I am delighted in the new generations of the immigrant. A visitor in one of the public schools in Hartford, in a section of the city where very few of the native stock are to be found, looking into the faces of the children, asked, "How many of the scholars are Americans? Please raise your hands." Every blessed little hand in the room went up. They were all Americans. They all loved the flag and were anxious to speak the English language. I am told that there are not as many newspapers printed in a foreign tongue in the United States to-day as there were ten years ago, in spite of the enormous increase of foreign dialects within our borders. And, therefore, there is every reason for an optimistic sentiment. If only we can

properly distribute this multitude. Even if a million come to us every year, a million distributed among eighty millions is not a dangerous proposition; but if we are to have so large a proportion of these people—such people as you saw landing on Ellis Island yesterday—if we are to have such a large proportion massed in little New England, until Massachusetts becomes the most foreign state in the Union, it presents to us questions, at least, of serious import, questions that demand the highest wisdom, questions that appeal to the best statesmanship. It gives me great pleasure to read President Roosevelt's message to the Congress and to see that he has grasped the subject so clearly and has made such excellent recommendations which I trust may be duly considered and provided for by proper legislation.

JUDGE LYNDE HARRISON'S ADDRESS.

Mr. President and Ladies and Gentlemen of the Conference:

I have been interested, as have many Connecticut people for the last year, in the subject of immigration. We have had in Connecticut a somewhat larger share of the immigrants than we could properly dispose of. Our labor bureau has been taxed to the utmost of its resources in distributing, and finding employment for, the immigrants who have come in; and a few months ago we took pains to learn what are the sentiments of the masses of the people. We are here, not to express our own sentiments precisely, nor to ask Congress to pass laws which we think are right, but to ask Congress to pass laws that we are satisfied the masses of the people whom we represent desire to have passed. With that object in view, we took pains to inquire, and we have information from the educated men of our community, the employers, the financiers, the workers and the employes, and from people who are representative immigrants from foreign countries. I have the opinions furnished to us not only from Scotch, English, Irish and Germans, but from Italians, Russian Jews and Slavs; and without exception the answer has been: "Give us good immigrants and no others. Pass additional laws to restrict immigration if you can devise those that are right and proper. But above all things, enforce the existing laws."

I know that is the opinion of many people throughout the country. I have the pleasure, Mr. President, of having a winter home at Thomasville, in your state, not far from your home, Valdosta, and I took pains last winter to learn the views of the intelligent people of the South on the subject. They hold the same opinion that the people of New England do, that something should be done. Welcome, as they will, at the South, good immigrants, they do not want any for their agricultural laborers except those that are first-class. They want, as we all want, those who are physically, morally and mentally sound. When I speak of the people of Connecticut, there are a few people in my state whom I have not seen, but from whom I have heard—we have in the eastern portion of the state a colony of native born Indians, descendants from the original Indians; they are called the Last of the Mohigans. They have a church and an Indian pastor. I am told to-day that that Indian pastor talked to one of our delegates who is connected with missionary operations, and he stated that his people are in favor of restriction, but he hoped we would have better luck than his ancestors did two hundred and fifty years ago. The practical question for Congress to consider, is what shall we do to properly select those who should come in under existing laws or any additional laws that may be adopted by Congress.

When I was asked to say something on the subject, I took occasion to read the admirable message of President Roosevelt on the subject of immigration, and I found that he used this language which it seems to me is a text for us: "What we should desire to find out is the individual qualities of the individual man. In my judgment, with this end in view, we should have to prepare through our own agents a far more rigid inspection in the country from which the immigrants come, the inspection to be *in* the countries from which they come." I think we can all say "amen" to that. I have given some thought in relation to it, and it seems to me that Congress should impose additional duties and give additional powers to our consuls or other agents abroad, especially at the principal ports of departure, at Genoa, at Naples, at Cherbourg, at Antwerp, at Bremen, at Christiania, at Liverpool, at Queens-

town, at Southampton. Most of our immigrants come from those ports that I have named. We have lines of steamers that bring immigrants to us coming from those ports. If the consuls at those points had given to them the authority to employ a competent physician of the neighborhood who should examine the physical condition of the immigrants, and if then, the consul himself, or some one selected by him, were required to make an examination into the personal history, and the condition and ability of those immigrants, there on the spot, a competent consul—and we have competent consuls at most of those places—properly instructed and authorized, could carry on the investigation much more thoroughly than it can be done at Ellis Island, although it is done admirably over there. The immigrant should be required to bring, if necessary, from the American consul nearest his own home, a record of what his history has been, mentally, and morally, and as to his ability to work, and whether he is a pauper or not. The duty should be imposed on American consuls, wherever immigrants come to them, of preparing such a record and put that in their possession, and then when they come to the port of departure, require them to take it to the consul in charge there, and obtain a certificate or passport.

Then provide that if any steamship company brings over to this country from any one of those ports, an immigrant who has not the passport signed by the American consul, it shall be the duty of the company to carry him back without charge.

Under such circumstances you will have a proper examination and restriction on the other side.

I believe, Mr. President, that it would be wise if the labor bureaus in our several states would co-operate with the proper bureau in the Department of Commerce and Labor and furnish information concerning the kind of labor that is wanted in the several states, whether male or female, for domestic service, or for mechanical trade, or agricultural labor. Let that information be put into the language of the different countries that these people come from. Let copies be furnished to our consuls in the language, German, Italian, Scandinavian, or other language that is spoken where the consuls are. Make it

the duty of the consuls to distribute that information in the language of the country among the people there, so that these immigrants, desirable immigrants, fit to come here, who wish to know where they can find work, can get the information in their own country. At the same time these immigrants should be taught, by having our laws on the subject printed in the language of their own country; and they can be taught what our restrictions are and what they must do. Many would hesitate about coming if they found they properly could not pass the examination. It seems to me that is practical work for our Congress to do. All of you have read what President Roosevelt has said, and I believe we shall do a very wise thing if we pass a resolution heartily endorsing the recommendations made by President Roosevelt, and if those recommendations are put into law and carried out abroad and here for the next four years, under the administration of Theodore Roosevelt, and Elihu Root at the head of the State Department, we shall vastly improve our immigration conditions, and be better off than now. I sincerely hope that it will be done, and with the co-operation that can be given by our action here, we shall have done a great benefit to our country holding this conference.

REMARKS OF MR. BURNHAM.

Mr. President and Fellow Citizens of America:

I am here on this platform utterly against my will. I was never more astounded than when the program was read yesterday morning to find my name as a speaker on this topic. At first I thought I would rise and protest, and then I thought possibly that would not be quite fair to the management.

I shall speak only for a very limited time and then ask for one of my colleagues from Connecticut who can speak upon this subject very much better than I can hope to do. All I shall attempt in the few moments allotted to me, will be to give the briefest kind of a history of the events which led up to the enactment of the Chinese Exclusion Act. I would like to speak of my four years' experience among the Chinese on the Pacific Coast, and of the kindly feeling among the intelli-

gent business men in California towards these faithful laborers who have contributed so largely to the development of their industries, but time will not permit.

It was not long after gold was discovered in California that a few Chinamen found their way to this country and engaged in the laundry business, an occupation which they follow to-day without injury, I believe, to the large establishments engaged in a like industry of cleansing and ruining our linen. And when peace was declared after the close of our Civil War, when men were everywhere needed for the development of the country and for the successful undertaking of great schemes in the onward march of civilization, when our first transcontinental railroad was to be built, the great problem was where to find men to do the work. Then it was that our now much despised Chinamen came to the rescue, and they were received with a hearty welcome at great mass meetings with brass bands and speeches. They were friends in the time of need and regarded as such. Their coming solved the problem, and the road was built. So far as human judgment can determine the building of that road would have been delayed years had not those faithful laborers from the Far East offered their service. The coming of so many of the Chinese to our land seemed to call for a treaty between the two nations, especially to settle two important points. China desired that we should prohibit our ships from engaging in the coolie trade with South America, and our country desired to have the law inflicting the death penalty upon all Chinamen who went abroad abolished, so that the Chinese laborer could come to this country without fear of death if he ever returned. A treaty was ratified, accordingly, in which the Emperor of China and the President of the United States recognized the right of every citizen to change his place of residence, and the President was to do his best to prevent American ships from engaging in the coolie traffic. On all this both parties agreed. There was no outcry against Chinese labor or the Chinaman until one Dennis Kearney gathered the hoodlums of San Francisco on the sand lots of that then busy, restless city on Sunday afternoons, and in bitter harangue turned their anger against the yellow workmen. Workmen,

who if fidelity to those they serve is to count, Dennis Kearney and his followers were not worthy to unloose the latchet of their sandals. These inflammatory speeches furnished the inspiration for Bret Harte's poem, "The Heathen Chinee," and this poem, together with Kearney's talks found its way into politics, and the question of Chinese exclusion became an issue on the Pacific Coast.

And now I shall hit the party with whom I affiliate, but I have this consolation, that if the other party had been in power, evidently things would have been much worse. I quote from an address made by ex-United States Consul to China, Hon. Chester Holcombe. Mr. Holcombe says: "As the matter was becoming a state issue, Garfield was nominated for President and the Republican party needed the support of the two doubtful Western States to get him elected. So they catered to the politicians of California, and a commission was appointed to go to Peking to draw up a treaty that was to provide at least partial exclusion." Mr. Holcombe says, "As I was the only one on the ground who could speak Chinese the text of much of that treaty went through my hands, and I feel a personal interest in it. No instructions were received from Washington concerning the treaty of '80, which provided that the United States could regulate and temporarily prohibit the Chinese laborer from coming to this country, but could not permanently suspend immigration. All others but laborers were to be allowed to enter under the conditions of the most favored nation. The whole business of sending this Commission was a political trick to carry a presidential election, for neither the country nor the party ever really wanted a treaty. The treaty has been violated in almost every way and because of this discrimination against the Chinese, the boycott that China, in her resentment, has instituted against this country will continue until the causes are removed. It is organized resentment. There is as keen a competition between the nations of the Far East as between rival merchants of a small town, and Europe will do all it can to foster this ill feeling, so if only for the sake of trade we ought to change our exclusion laws. Let us make—and this I endorse most heartily—let us *make uniform immigration laws*

for foreigners. It is not trade, however, which is chiefly concerned in this matter. It is the honor of our country in the eyes of the world that is at stake, and it seems to me that the time has come when we should right the wrongs.

Gentlemen of the Conference: The Chinese Exclusion Act, entitled "An Act to prohibit the coming of Chinese persons into the United States" was an unrighteous enactment and contrary to the spirit of our Constitution, and by it we violated the terms of our sacred treaty with the Chinese government, a treaty formulated by ourselves and reluctantly accepted by them through the urgency of our own government. It was a stain upon our National honor and it ought to be removed. Mr. President: "Righteousness exalteth a nation; but sin is a reproach to any people." This declaration was uttered by the inspired writer hundreds of years ago and as far as my knowledge extends it has never been annulled. It is as true to-day as it was in the long ago of its first utterance. It has found its illustration in the history of all nations all down through the centuries, and it will remain true as long as the word of God is immutable. Our own nation—the best nation under the broad heavens, needs to remember that while righteousness and justice are the habitation of God's throne, they are also important factors that should find expression in the body politic of our nation. They are fundamental in the perpetuity of our nation. By our adherence to them we shall rise or fall as other nations have done. It is well for us to ask the question here to-day, have we, as a nation, always been just in our dealings with our wards and with the alien races who have sought shelter and protection among us? Have we not sometimes been too hasty in our conclusions respecting the merits and demerits of our foreign-born brethren? After all are not we all of one blood and have we not one common Father? Let us beware lest we exhibit to the world a Pharisaical spirit once so severely condemned by the only Perfect One who ever walked the earth.

And with this, Mr. President, I conclude my remarks in favor of the Rev. Watson L. Phillips, D. D. of New Haven, one of my colleagues from Connecticut, who will speak upon this subject to your greater enlightenment, and profit.

ADDRESS OF REV. WATSON L. PHILLIPS.

Mr. Chairman and Gentlemen of the Conference:

The question of immediate importance concerning Asiatic immigration seems to me to be this: Is the Asiatic coolie susceptible to such influences; is he of the stuff that will respond to these developing forces? So far as I have knowledge the Asiatic coolie does not intend to become a citizen. His dream is to return to his native land with sufficient to enable him to live at ease and to be counted one of the important men of his community. He has no notion of being naturalized; he has no desire to be assimilated, and the simple problem is, do we wish that class of labor among us to do for us work that others are not willing or prepared to do? As I have listened to these extreme arguments in favor of restriction and of exclusion my mind has been somewhat in the condition of the mind of a woman who went into a department store. She looked about for the articles she wanted, and was unable to find them, but presently a floorwalker came to her, a man who was so bow-legged that about three feet of sunshine broke in between his knees, and asked her her desires. She told him. Then he stepped out in front of her and said, "Walk this way, Madam." She looked at him for a minute, tried to measure with her eye the distance between his knees, and then she said, "Why, I couldn't walk that way to save my life."

I have been unable, gentlemen, to walk in the way these arguments have some of them pointed. Yesterday President Eliot struck the ethical note here. It has been struck again by my friend from Norwich. I think we have most of us been glad to hear it. We have debated this question from the political point of view, from the social point of view, from the economic and industrial point of view; but there is one point of view that has been ignored, and that is the point of view of the purpose of the power outside ourselves which makes for righteousness. You may call that power what you choose. One of our American poets has called it God, and has reminded us that "behind the dim unknown standeth God amidst the shadows, keeping watch above his own." Call that power what

you will, this much is certain, an intelligent interpretation of the discoverable facts of the universe and of the facts of history makes it certain that the purpose of that power is an evolutionary purpose, and that it has been running on through the centuries, and that the "one sublime" far off event, toward which that purpose is ever tending is the leading forth of the perfect in the life of the individual and in the life of the community. As I interpret the divine purpose, as it has reference to the life of this nation, I am compelled to admit that it is a missionary purpose, and in using that word missionary I am not thinking of any religious propaganda either Protestant or Catholic or Jewish. I am not thinking of religion at all except in the widest sense as involving those principles and pursuits which make for the welfare and the upbuilding of humanity at large. God has had in the history of His people two processes of working this evolutionary purpose. First, there has been the far reaching influence of our ideals as they have been proclaimed by our preachers and our litterateurs and our poets, and have taken hold upon the immigration and the heart and the brain of the people of other lands and inspired in them the desire to know something of the life of this land and to become a part of it if they might. And the other process has been the bringing of these people to us that they might come directly under the influence of our ideals and our pulpits and have brought to bear upon them directly and definitely those influences that have been developing the life of this nation from the very beginning. We need to beware how we stand against the purpose of Him who is over all and through all and in us all, and His purpose to make this nation the missionary nation of the earth will work itself out in spite of the plans of agitators or politicians. The typical American has always been a composite. He will be more and more a composite as the years go by, and his badge of distinction will not be descent from some obscure Revolutionary soldier or a place in some provincial Four Hundred; it will be in the number of the rich tides that mingle in his veins, making him cosmopolitan in his lineage and in his sympathy with everything that uplifts uni-

versal humanity, but American in his ideals and spirit. Strong, but not arrogant, rich but not proud, learned but not supercilious, stretching his hand to every man who wants to climb to the high places in the fear of God and in the love of righteousness, and with him, working out the great problems which the Almighty has given to the people of this nation. And it seems to me that this whole question of Chinese exclusion, as the whole, broader question of immigration of every sort, comes at last to this proposition.

We are to recognize the evolutionary processes of the power that makes for righteousness. The purpose that is declared to us to be an evolutionary purpose, and to be moving ever toward the leading forth of the perfect in the life of humanity.

What we need is to put Ellis Island in China as well as in Southern Europe. What we need is some wise system of distribution that shall place these people where the greatest needs are. Then we need to keep away from them corrupt politicians on the one side, agitators and demagogues on the other, and give them to the influence of our public schools, of our free press, of Mr. Carnegie's libraries and of all those leavening, uplifting influences which have made us what we are. And those who are assimilable will be assimilated; those who come here simply to earn their livelihood will have the chance that ought to be theirs; and through the institutions and the ideals and the history and the pulpits of this nation the evolutionary purpose of Almighty God will be pushed on to its final fulfillment, and we shall have the place and the power in the working out of that purpose which was designed to be ours.

Part VIII.

Inventions of Connecticut Citizens.

RATIO OF POPULATION TO EACH PATENT
GRANTED.

COMPARISONS, 1876-1905.

INVENTIONS OF CONNECTICUT CITIZENS.

The inventive genius of Connecticut's citizens is too well known to require description here. With a view of giving an exhibit of the number of patents issued to citizens of Connecticut, with the ratio of population to each patent granted, the bureau has been to the pains of examining the reports of the United States Patent Office from 1876 to 1905 inclusive—a period of thirty years.

Commencing with the year 1876, it is found that there were 16,239 inventions, for which letters patent were issued in the entire country during that year. or one patent to every 2,398 of population. During the year mentioned, citizens of Connecticut took out patents for 736 inventions, this number being one to every 730 of population based on the most recent census. It should be said, in this connection, that the number of patents issued to citizens of the District of Columbia was 197, or one to every 668 of population. It should be understood, however, in making comparisons, that many inventors give Washington, D. C., as their place of residence for purposes of convenience and in order to be located near the Patent Office; thus it would seem an unfair comparison. It was determined, however, to use the figures from those localities which show a number of patents granted to members of the communities most nearly approaching the number credited to Connecticut.

Following the method outlined above for the succeeding periods and the figures disclose the information that in 1877, the ratio of patents to population in the United States was one to every 2,959, in Connecticut one to every 885, and in the District of Columbia one to every 1,060 of population.

In 1878, the number was 3,121 of population to each patent issued in the United States, in Connecticut one patent to every 1,015 of population, while the District of Columbia leads with one patent to every 908 of population.

In 1879, the figures for the whole country show that there was one patent issued to every 3,193 of population, while Massachusetts was first with one to every 403 and Connecticut second with one patent to every 945 of population.

In 1880, when the census figures for that year became available, there was one patent issued to every 3,963 of population in the whole country, while Connecticut was first with one patent to every 1,020 of population, Massachusetts following with one to every 1,333 of population.

In 1881 there were 15,118 patents issued to citizens of the United States or one to every 3,318 of population. Kansas was first, having to its credit one patent to every 837 of population, Connecticut second with one to every 898 of population and Rhode Island third, having one patent issued to every 994 of its citizens. In 1882, the ratio of population to each patent issued in the United States was 2,808, in Connecticut one patent to every 782 of population and Rhode Island one to every 980.

In 1883 there were 20,957 separate inventions for which letters patent were issued to citizens of the United States. This was one patent to every 2,393 of population. In the several states the ratio of population to patents issued, Connecticut stood first, one patent having been issued to every 705 of its citizens, the District of Columbia being credited with one patent to every 818, Massachusetts one to every 820, and Rhode Island one to every 845 of population.

In 1884 the ratio of patents issued in the United States to total population was one to every 3,638 citizens, while to citizens of Connecticut there was issued one to every 694 of population. The District of Columbia was credited with one patent to every 858, Rhode Island one to every 909, and Massachusetts one to every 930 of population.

In 1885, the ratio of patents issued to population in the United States was one to every 2,223. Among the states Connecticut was first, having to its credit one patent to every 615

of population, Massachusetts second with 794 citizens for each patent and Rhode Island third with one patent to every 963 of population.

The figures for 1886 show that there was one patent issued to every 2,351 of population in the United States, Connecticut again holding first place, with one patent to every 729 of population. Massachusetts was second with one to every 842, and the District of Columbia third, being credited with one patent to every 883 of population.

In 1887 there were 19,912 patents issued to citizens of the United States or one to every 2,519 of population, Connecticut again holding first place with one to every 790, the District of Columbia second, its citizens having received one patent to every 845, Massachusetts being third with one patent to every 950 of population. The same relative positions were held by the three states in 1888, Connecticut being credited with one patent to every 820 of population, the District of Columbia one to every 830, and Massachusetts one to every 944. In the whole country the ratio of population to number of patents issued was 2,651 citizens for each invention.

Again in 1889, Connecticut was first with one patent to every 700 of population, the District of Columbia and Massachusetts following with one patent to 792 and 873 of population respectively. In the United States there was one patent issued to every 2,272 of population.

The census figures for 1890 are used in making comparisons in that year. There were 24,103 patents issued in the United States in 1890, or one to every 2,617 of population. Connecticut, the District of Columbia and Massachusetts remaining in the order named, the first named having one patent to its credit to every 796 citizens, the second one to every 980 and the third one to every 1,068.

In 1891 there was one patent issued to every 2,970 of population in the United States, the three localities reported above remaining in the same relative positions in respect of ratio of population to number of patents issued, Connecticut one to every 1,018, the District of Columbia one to every 1,052 and Massachusetts one to every 1,055.

In 1892 the figures for the United States were one patent to every 2,943 of population, Connecticut one to every 955, and the District of Columbia one to every 1,245 citizens.

In 1893 there were 21,197 patents issued to citizens of the United States, or one to every 2,975, Connecticut still holding first place with one patent to every 976 citizens to its credit, Massachusetts taking second place with one to every 1,111, and the District of Columbia third with one to every 1,129 of population.

The three localities hold the same relative positions in 1894 in respect of ratio of patents issued to population as in 1893, Connecticut's citizens having received one patent to every 993 of population, Massachusetts one to every 1,335 and the District of Columbia one to every 1,379.

In 1895 the ratio in the whole country was one patent to every 3,162 of population, Connecticut having one to every 927 and the District of Columbia one to every 1,047 of population.

In 1896 the same relative positions obtained, Connecticut having one patent to every 759, the District of Columbia one to every 1,123, while in the entire country there were 2,963 citizens for each patent issued.

In 1897 there were 21,508 patents issued to citizens of the United States, or one to every 2,932 of population. To citizens of Connecticut there was one patent issued to every 786 of population. Massachusetts was second in rank, being credited with one to every 1,180 citizens, the District of Columbia ranking third, with one patent to every 1,316 of population.

The figures for 1898 disclose one patent to every 3,242 of population in the United States, while to Connecticut citizens the ratio was one patent to every 933 of population.

In 1899, when comparisons with the census of 1890 ceases, there was one patent issued to every 2,851 of population in the whole country, Connecticut showing one to every 945 of population, ranking first among all the states. In 1900, making comparisons with the census figures for that year, there was one patent issued to every 3,327 of the population in the whole country. The District of Columbia ranks first in respect of

the ratio of patents issued to population, the figures being one to every 1,110 citizens, Connecticut ranking second with one to every 1,203, Massachusetts third with one to every 1,607, and Rhode Island fourth, being credited with one patent to every 1,623 of population.

In 1901 there were 23,890 patents issued to citizens of the United States, this being one to every 3,194 of population, based upon the census figures for 1900, Connecticut again taking first place among the states, having to its credit one patent to every 1,198 of population, the District of Columbia ranking second with one to every 1,296, Massachusetts third with one to every 1,472, Rhode Island fourth with one to every 1,581 of population.

In 1902 the District of Columbia displaces Connecticut for first place in ratio of population to each patent granted, showing one to every 1,080 of population. Connecticut is second, with one to every 1,240, Massachusetts third with one to 1,439, Rhode Island fourth with one to every 1,558, while in the United States there was one patent issued to every 3,143 of population.

In 1903 there was one patent issued to every 2,743 citizens of the United States. Connecticut takes first place again this year with one patent to every 996 of population, the District of Columbia following with one to every 1,063 and Rhode Island third, with one to every 1,224 of population.

In 1904 there were 27,539 patents issued to citizens of the United States, this being one to every 2,771 of population. Connecticut retains first place with one patent to every 1,097 of population, the District of Columbia second with one to 1,146, Massachusetts third with one to every 1,351, and Rhode Island fourth with one invention to every 1,509 of population.

In the year 1905 the figures used include those found in the official Gazette of the United States Patent Office during the period from July 1, 1904, to June 30, 1905. This is made necessary for the reason that the fiscal year of the "Patent Office" expires December 31 in each year, while the material included in this report can only include data covering a period expiring at an earlier date.

From the source above referred to it develops that during the period mentioned there were issued to citizens of Connecticut governmental authorization for 736 patents, 49 designs, 43 trade marks, three prints and four labels, a total of 835, or one invention to each 1,089 of population.

The total number of separate claims represented by these inventions were 5,431, and the various locations or individuals represented 841. This latter number is explained when it is made known that in some instances letters patent were issued in the name of two persons.

Going further into the investigation discloses the interesting information that of the 168 towns in the state, sixty-six contained residents to whom patents had been issued during the period considered.

Divided by towns it is disclosed that to citizens of Hartford there were issued letters for 129 patents, one design, five trade-marks, and one label, a total of 136.

To residents of Bridgeport there were issued ninety-six patents, three designs, nine trade-marks, three prints and two labels, a total of 113. New Haven was credited with ninety-four patents, nine designs, two trade-marks, one label, a total of 106. New Britain inventors received eighty patents, two designs, two trade-marks, the total number being eighty-four. Waterbury is credited with fifty-one inventions, consisting of forty-six patents, five trade-marks. Meriden citizens were granted a total of thirty-eight inventions which were twenty-eight patents, nine designs and one trade-mark.

Letters patent for inventions were granted to citizens of the following towns to the number and in the order named: Middletown, twenty-nine patents, seven trade-marks; Stamford, twenty-four patents, three trade-marks; Bristol, sixteen patents, three designs, one trade-mark; Wallingford, eight patents, twelve designs; Windham, fourteen patents; Derby, twelve patents; Huntington, three patents, seven designs; Southington, nine patents, one design; Ansonia, West Hartford, Stonington and Norwalk, nine patents each. To citizens of Danbury there were issued letters for four patents, one design, four trade-marks; Norwich, eight patents; New London, seven patents, and one trade-mark.

Seymour inventors received letters for seven patents, while citizens of Greenwich, Orange and Torrington were credited with six patents each. The inventions granted to citizens of Manchester consisted of five patents and one trade-mark, Litchfield, Mansfield, Farmington and Plainville following with five patents each.

Three patents were issued to citizens of each of the towns of Darien, East Haven, Essex and East Hartford and residents of Cromwell received letters for two patents and one design. Two patents were issued to citizens of each of the towns of Fairfield, Westport, Enfield, Granby, Suffield and East Lyme. Residents of Redding, Berlin, Thomaston, Sherman, Winchester, Canton, Chatham, Old Lyme, Windsor, Hamden, Lebanon, Middlefield, Putnam, Somers, Milford, Naugatuck, Vernon, New Hartford, Groton, South Windsor, Glastonbury, Waterford and Southbury received one patent each, while one trade-mark each were registered by citizens of New Milford and Newington.

Divided as to individuals to whom registration for patents, designs, trade-marks, prints or labels had been granted during the twelve-month period considered, it develops that while the number of these inventions issued to citizens of Hartford was 136 the division by individuals shows 147. An explanation for this can be found by examination of the "Gazette" which shows that in many instances more than one individual is interested and concerned in the same invention. It should be further explained here that there were seventy-eight separate individuals, firms or corporations concerned.

Of the total number of inventions for which letters patent were granted to residents of Hartford, twenty were issued to Francis H. Richards, nine to Bengt M. W. Hanson, five to Monroe Guett and Charles DeLos Rice respectively, four each to Charles G. Perkins and George A. Long, to eight other persons three each, to twelve others two each, and to the remaining fifty-two one each.

Following the same method in the division as to Bridgeport it is discovered that there were 113 inventions granted to citizens of that town, eighty-seven separate parties being interested, two or more persons being concerned in some.

Letters patent were issued to Harvey Hubbell for seven inventions, five to Donald Noble, four each to Charles W. Abercrombie and David B. Crockett (trade-marks), four other individuals or firms three each, twelve others two each and the remaining sixty-seven one each.

Applying the same rule to New Haven brings the result that seventy-one persons or firms were interested in the 106 inventions granted to its citizens. Wilson E. Porter is credited with ten, George H. Rhynedance seven (designs), Thomas C. Johnson and Caspar Mettler, five each, Frank P. Pfleggar four, three other persons three each, five others two each, the remaining fifty-eight one each.

In the eighty-four inventions granted to citizens of New Britain, fifty-three corporations, firms or individuals were shown to be interested, there being two in which one or more persons were concerned. Of this number Henry G. Voight, Justus A. Traut and Ethelbert A. Moore were credited with five each, six other persons three each, nine others two each and the remaining thirty-five one each.

The figures for Waterbury show that forty-one persons or firms were interested in the fifty-one inventions granted to citizens of that town. Theophilus R. Hyde, Jr., is credited with three patents, American Ring Company three (trade-marks), eight other persons two each, and one invention is credited to each of the remaining thirty-one.

To citizens of Meriden there were granted registrations for thirty-eight inventions, in which twenty-nine corporations, firms or individuals were interested. In one instance two individuals were concerned in the same invention. Letters patent were granted to Almeron M. Lane for four inventions, to Edmund A. Parker for three, George E. Savage three (designs), three other persons two each and the remaining twenty-three one each.

In Middletown there were thirteen firms, corporations or individuals concerned in the thirty-six inventions shown. Of these Isaac E. Palmer is credited with fifteen patents and five trade-marks, William C. Fisher and Henry A. Bates three patents each and the remaining ten one invention each.

Eighteen separate persons or firms were concerned in the twenty-seven inventions credited to the town of Stamford, in one of which two persons were interested. Six patents were granted to Albert H. Emery, to George W. Pierce, William F. Ellis, James R. Fletcher and George A. Weber two each and to the remaining thirteen one each.

To residents of Bristol there were issued letters patent for sixteen patents, three designs and one trade-mark, thirteen separate individuals or firms being concerned. Letters were issued to Thomas B. Stephenson for one patent and three designs, to James H. Jones, Charles H. Terry, James W. Mosher and Percy L. Clark for two patents each while the remaining eight are credited with one invention each.

In Wallingford eleven individuals were concerned in the eight patents and twelve designs invented by its citizens. Letters were issued to Ezra L. Post for four patents, four designs were registered in the name of Henrik Hillborn. Henry L. Wallace took out registration for three designs, George A. Glahn for two and the remaining seven persons are credited with one invention each.

Fourteen patents were issued to citizens of the town of Windham, eight persons being concerned. Of these Robert Binns is credited with five, William Vanderman three and the remaining six had one patent each issued in their names.

The twelve patents granted to residents of the town of Derby were issued to nine separate individuals. Four patents were issued to Jerome B. Secor and one invention to each of the remaining eight persons.

Nine patents were issued to and one design registered by citizens of Southington, nine persons being concerned. William S. Thompson is credited with two patents and the remaining eight persons with one invention each.

There were letters issued for three patents and seven designs to citizens of the town of Huntington. George H. Berry is credited with the seven designs and three other persons with one patent each. The remainder of the sixty-six towns in which citizens had been granted letters patent for inventions, showing a lesser number than ten, it was not deemed wise to include them in this analysis.

To summarize, assuming that Connecticut holds first place in 1905, in ratio of population to each patent issued, it is found that during the thirty years 1876-1905 inclusive, the state has maintained its supremacy in respect of the inventive genius of its citizens among the aggregation of states and territories for twenty-four of the thirty years, comparisons with which are made in this chapter.

Moreover, it should be added that in each of the six years when first place as to ratio of population to patents issued was taken from Connecticut, its place was second. In 1876 and 1878 the District of Columbia supplanted Connecticut and took first place, in 1879 Massachusetts assumed the leading position, in 1881 Kansas took first place, from 1882 to 1890 inclusive, Connecticut was first in the comparison but in 1900 and again in 1902 the District of Columbia wrested the honor and, as before stated, at no time during the thirty-year period considered was Connecticut's position lower than second in comparison with all the states and territories, as regards patents issued to its citizens with the ratio of population to each patent granted.

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LABOR LAWS OF CONNECTICUT.

General Statutes, Revision of 1902,
and Amendments, January Sessions, 1903 and 1905.

Section 1. Wages paid weekly. The comptroller shall make weekly payments of wages to all persons employed by him about the state capitol and grounds, except those who are employed only during a session of the general assembly, or whose compensation is fixed by law.—*General Statutes, 1902, Section 136.* 1886.
Rev. 1888, §344

Sec. 2. Claims for wages, when preferred. All debts due to any laborer or mechanic for personal wages, from any insolvent debtor whose estate is in settlement, for any labor performed for him within three months next preceding the commencement of proceedings in insolvency, shall be allowed by the commissioners on his estate, and paid in full by the trustee, to the amount of one hundred dollars, before the general liabilities of such debtor are paid.—*General Statutes, 1902, Section 271.* 1828, 1853, 1870.
1877, 1886
Rev. 1888, §514

Sec. 3. Costs where wages only are attached. In any action in which wages only are attached, no costs shall be taxed in favor of the plaintiff, unless it shall appear to the court or justice of the peace before which or whom such action is brought, that demand was made upon the defendant for the payment of the claim sued for, not more than thirty days nor less than three days prior to the bringing of such action.—*General Statutes, 1902, Section 774.* 1885.
Rev. 1888, §1240

1882.
Rev. 1888, §1239

Sec. 4. Costs on attachment of debt for personal services. In any action in which, upon the service of process, moneys due to the defendant by reason of personal services are attached the plaintiff shall not recover of the defendant, as costs, a sum exceeding one-half of the amount of damages recovered in the action.—*General Statutes, 1902, Section 777.*

Sec. 5. Attachment of wages; assignment of future earnings. No assignment of future earnings made as security for a loan or other indebtedness shall be valid unless the amount of such indebtedness shall be stated therein, together with the rate of interest to be charged thereon, nor unless the term for which such earnings are assigned shall be definitely limited in the assignment, nor unless such assignment shall bear a dated certificate of acknowledgement of the assignor made before a proper authority.

No such assignment shall be valid against an attaching creditor of the assignor unless, in addition to the provisions of the preceding section, such assignment shall be recorded before such attachment in the town clerk's office in the town where the assignor resides, or, if he resides without the state, in the town where the employer resides, and a copy thereof left with the employer from whom the wages are to become due.

All certificates of acknowledgment required under section one of this act shall bear date of the day such acknowledgment is made, and any person who shall intentionally date such a certificate of acknowledgment as of a date other than the actual date such acknowledgment is made, shall be fined not more than twenty-five dollars, or imprisoned for not more than thirty days, or both.—*Public Acts of 1905, Chapter 78.*

Sec. 6. Property exempt from attachment and execution. The following property shall be exempted, and not liable to be taken by warrant, attachment, or execution, namely of the property of any one person, his necessary apparel, bedding, and household furniture, the arms and military equipments, uniforms or musical instruments owned by any member of the militia for military purposes, any pension moneys received from the United States while in the hands of the pensioner, implements of the debtor's trade, his library not exceeding five hundred dollars in value, one cow not exceeding one hundred and fifty dollars in value, any number of sheep not exceeding ten nor exceeding in all one hundred and fifty dollars in value; two swine and two hundred pounds of pork, and poultry not exceeding twenty-five dollars in value; of the property of any one person having a wife or family, twenty-five bushels of charcoal, two tons of other coal, two hundred pounds of wheat flour, two cords of wood, two tons of hay, two hundred pounds each of beef and fish, five bushels each of potatoes and turnips, ten bushels each of indian corn and rye, or the meal or flour manufactured therefrom; twenty pounds each of wool and flax, or the yarn or cloth made therefrom; the horse of any practicing physician or surgeon, of a value not exceeding two hundred dollars, and his saddle, bridle, harness, buggy, and bicycle; one boat, owned by one person, and used by him in the business of planting or taking oysters or clams, or taking shad, together with the sails, tackle, rigging, and implements used in said business, not exceeding in value two hundred dollars; one sewing machine, being the property of any one person using it, or having a family; one pew, being the property of any person having a family who ordinarily occupy it; and lots in any burying ground, appropriated by its proprietors for the bur-

1711, 1871.
Rev. 1888, § 1164

Household
articles.

1870.
Pensions.

1879, 1882.
Poultry.

1901, ch. 94.
Physician's
bicycle.

1872.
Fishing boat.

1860.
Sewing
machine.

1841.
Burial lots.

ial place of any person or family.—*General Statutes, 1902, Section 907.*

1850, 1872, 1882,
1887.
Rev. 1888, §1231.
1895, ch. 342

Sec. 7. Exemption of wages, benefits and insurance moneys. So much of any debt which has accrued by reason of the personal services of the defendant as shall not exceed twenty-five dollars, including wages due for the personal services of any minor child, shall be exempted and not liable to be taken by foreign attachment or execution; but there shall be no exemption of any debt accrued by reason of the personal services of the defendant against a claim for the defendant's personal board; provided, that in any action founded upon such claim, in which such debt is sought to be attached by foreign attachment, the complaint shall set forth only the true cause of action and the amount due thereunder, so that the garnishee may be informed, from the allegations of the complaint, of the real nature and amount of the demand. All benefits allowed by any association of persons in this state towards the support of any of its members incapacitated by sickness or infirmity from attending to his usual business shall also be exempted and not liable to be taken by foreign attachment or execution; and all money due the debtor from any insurance company upon policies issued for insurance upon property, either real or personal, which is exempt from attachment and execution, shall in like manner be exempted to the same extent as the property so insured.—*General Statutes, 1902, Section 909. As amended by Act of 1903, Chapter 95, and by Act of 1905, Chapter 195.*

1884.
Rev. 1888, §1417

Sec. 8. Unlawful exhibition or employment of child. Every person who shall exhibit, use, employ, apprentice, give away, let out, or otherwise dispose of any child under the age of twelve years,

in or for the vocation, occupation, service, or purpose of rope or wire walking, dancing, skating, bicycling, or peddling, or as a gymnast, contortionist, rider, or acrobat, in any place whatever or for or in any obscene, indecent, or immoral purpose, exhibition, or practice whatsoever; or for or in any business, exhibition, or vocation, injurious to the health, or dangerous to the life or limb of such child; or who shall cause, procure, or encourage any such child to engage therein, shall be fined not more than two hundred and fifty dollars, or imprisoned not more than one year, or both. But nothing herein shall prevent the employment of any such child as a singer or musician, in any church or school, or in learning or teaching the science or practice of music.

—*General Statutes, 1902, Section 1163.*

Sec. 9. Enticement of minor from lawful service. 1855.
Rev. 1888, §1484

Every person who shall eloin any lawfully bound minor from the service or custody of his master, or shall entice such minor from such service, shall be fined not more than one hundred dollars, or imprisoned not more than six months.—*General Statutes, 1902, Section 1250.*

Sec. 10. Intimidation; boycotting. 1879.
Rev. 1888, §1518

Every person who shall threaten, or use any means to intimidate any person to compel such person, against his will, to do or abstain from doing any act which such person has a legal right to do, or shall persistently follow such person in a disorderly manner, or injure, or threaten to injure, his property, with intent to intimidate him, shall be fined not more than one hundred dollars, or imprisoned not more than six months.—*General Statutes, 1902, Section 1296.*

Sec. 1296. To threaten and use means to intimidate a company against its will to abstain from keeping in its employ

workmen of its own choice is within the prohibition of this section. 55 C. 70, '71.

1899, ch. 170

Sec. 11. Attempt to prevent laborers joining labor organizations. Every person, and every agent or officer of any corporation who shall coerce or compel, or attempt to coerce or compel, any laborer, mechanic, or other employee in the employ of such person or corporation, to agree, that as a condition of retaining his position as such employee, he will not join any labor organization, shall be fined not more than two hundred dollars, or be imprisoned not more than six months, or both.—*General Statutes, 1902, Section 1297.*

1897, ch. 184

Sec. 12. Blacklisting. Every employer who shall blacklist an employee with intent to prevent such employee from procuring other employment shall be fined not more than two hundred dollars.—*General Statutes, 1902, Section 1298.*

Sec. 13. Work or recreation on Sunday. Every person who shall do any secular business or labor, except works of necessity or mercy, or keep open any shop, warehouse, or any manufacturing or mechanical establishment, or expose any property for sale, or engage in any sport between twelve o'clock Saturday night and twelve o'clock Sunday night, shall be fined not more than fifty dollars. The provisions of this section shall not affect the issue or service of any criminal complaint or any proceedings thereon, nor the performance by haywards of their duties, nor the issue or service of complaints for injunctions and orders thereon, nor the issue or service of any other civil process, except between sunrise and sunset on Sunday.—*General Statutes, 1902, Section 1369.*

Sec. 1369. Under this section a loan of money made on Sunday cannot be recovered in a civil action. 35 C. 217. Contracts made on Sunday are void. 37 C. 557. One hiring and driving horse on Sunday is liable for wilful or negligent injury. 40 C. 115. Indorsements of note on Sunday is no defense against one not having knowledge. 40 C. 235. Statute excepting works of necessity not construed as confining the exception to acts of absolute physical necessity. 50 C. 253. Party defrauded in sale on Sunday cannot recover for fraud. 56 C. 335. Preceding oral negotiations made on Sunday do not invalidate written contract, subsequently made on week day. 58 C. 395. History of this section. 66 C. 274; 68 C. 376.

Sec. 14. Persons who observe Saturday excepted from Sunday law. No person who conscientiously believes that the seventh day of the week ought to be observed as the Sabbath, and actually refrains from secular business and labor on that day, shall be liable to prosecution for performing secular business and labor on Sunday, *provided* he disturbs no other person while attending public worship.—*General Statutes, 1902, Section 1372.*

1821, 1875.
Rev. 1888, §1572

Sec. 15. Employers' threats. Every person who shall, at or within sixty days prior to any electors', town, city, borough, or school meeting, attempt to influence the vote of any operative in his employ by threats of withholding employment from him, or by promises of employment, or who shall dismiss any operative from his employment on account of any vote he may have given at any such meeting, shall be fined not less than one hundred dollars nor more than five hundred dollars, or imprisoned not less than six months, nor more than twelve months, or both.—*General Statutes, 1902, Section 1700.*

1877.
Rev. 1888, §276

Sec. 16. Mechanics' lien. Whenever any certificate of mechanics' lien lodged with a town clerk does not disclose the name of the owner of the premises against which such lien is claimed, such

1885
Rev. 1888, §77

town clerk shall ascertain and index the same from such information as he may be able to obtain from the town records or otherwise; but he shall not be liable for mistake in ascertaining such name.—*General Statutes, 1902, Section 1849.*

1650, 1813, 1821,
1849, 1872, 1882,
1885, 1887.
Rev. 1888, § 2102
1895, ch. 184
1899, ch. 19.

Sec. 17. Duties of parents and guardians. All parents and those who have the care of children shall bring them up in some lawful and honest employment, and instruct them or cause them to be instructed in reading, writing, spelling, English grammar, geography, arithmetic, and United States history. Every parent or other person having control of a child over seven and under sixteen years of age shall cause such child to attend a public day school regularly during the hours and terms the public school in the district wherein such child resides is in session, or while the school is in session where provision for the instruction of such child is made, according to law, unless the parent or person having control of such child can show that the child is elsewhere receiving regularly thorough instruction during said hours and terms in the studies taught in the public schools. Children over fourteen years of age shall not be subject to the requirements of this section while lawfully employed at labor at home or elsewhere; but this provision shall not permit such children to be irregular in attendance at school while they are enrolled as scholars, nor exempt any child who is enrolled as a member of a school from any rule concerning irregularity of attendance which has been enacted or may be enacted by the town school committee, board of school visitors, or board of education, having control of the school.—*General Statutes, 1902, Section 2116.*

Whenever the school visitors, town school committee, or board of education of any town or district

shall by vote decide, or whenever the state board of education shall ascertain that a child over fourteen and under sixteen years of age has not schooling sufficient to warrant his leaving school to be employed, and shall so notify the parent or guardian of said child in writing, the parent or guardian of said child shall cause him to attend school regularly during the days and hours that the public school in the district in which said parent or guardian resides is in session, and until the parent or guardian of said child has obtained from said board of school visitors, town school committee, or board of education, or from the state board of education, if the notice shall have been given by the said state board of education, a leaving certificate stating that the education of said child is satisfactory to said visitors, town school committee, or board of education, or to said state board of education, as the case may be; provided, that said parent or guardian shall not be required to cause his child to attend school after the child is sixteen years of age. Each week's failure on the part of a person to comply with the provisions of this section shall be a distinct offense, punishable with a fine not exceeding five dollars, and the provisions of Section 2117 shall be applicable to all proceedings under this act.—*Public Acts of 1903, Chapter 29. As amended by Act of 1905, Chapter 36.*

Sec. 18. Duties of citizenship shall be taught in the public schools. The state board of education shall prepare and distribute to every school an outline of questions and suggestions relating to said subject, and said outline may be used in said schools.—*Public Acts of 1903, Chapter 96.*

Sec. 19. Children to be furnished school accommodation. Every town in which a school has been

discontinued shall furnish, whenever necessary, by transportation or otherwise, school accommodations so that every child over seven and under sixteen years of age can attend school as required in section 2116 of the general statutes. If any town refuses or neglects to furnish such accommodations, the parent or guardian of any child who is deprived of schooling, or any agent or officer whose duty it is to compel the observance of the laws concerning attendance at school, may, in writing, request a hearing by the town school committee, board of school visitors, or board of education, as the case may be, and said officers shall give such person a hearing within ten days after receipt of his written request therefor, and shall make a finding within ten days after said hearing.

Any parent, guardian, or officer aggrieved by said finding may take an appeal therefrom to the board of selectmen, which shall give a public hearing in the town in which the cause of complaint arises. If it appears that any child is illegally or unreasonably deprived of schooling, said board shall require the proper school officer to make arrangements to enable the parent or guardian to comply with the provisions of Section 2116 of the general statutes.—*Public Acts of 1903, Chapter 210.*

1842, 1869, 1871,
1882, 1885
Rev. 1888, §2105
1899, ch. 41.

Sec. 20. Employment of children under fourteen. Every person who shall employ a child under fourteen years of age during the hours while the school which such child should attend is in session, and every person who shall authorize or permit on premises under his control any such child to be so employed, shall be fined not more than twenty dollars for every week in which such child is so employed.—*General Statutes, 1902, Section 2119.*

Sec. 21. Penalty. Every parent or other person

having control of a child, who shall make any false statement concerning the age of such child with intent to deceive the town clerk or registrar of births, marriages and deaths of any town, or the teacher of any school, or shall instruct a child to make any such false statement shall be fined not more than twenty dollars.—*General Statutes, 1902, Section 2120.*

Sec. 22. Report of violations of law. The school visitors or the town school committee in every town shall, once or more in every year, examine into the situation of the children employed in all manufacturing establishments, and ascertain whether all the provisions of this chapter are duly observed, and report all violations thereof to the proper prosecuting authority.—*General Statutes, 1902, Section 2121.*

^{1842.}
Rev. 1888, §2108

Sec. 23. Number of weeks of school; studies; age of admission. Public schools shall be maintained for at least thirty-six weeks in each year in every town and school district. No town shall receive any money from the state treasury for any district unless the school therein has been kept during the time herein required; but no school need be maintained in any district in which the average attendance at the school in said district during the preceding year, ending the fourteenth day of July, was less than eight. In said school shall be taught, by teachers found duly qualified, reading, spelling, writing, English grammar, geography, arithmetic, and United States history, and such other studies, including elementary science and training in manual arts, as may be prescribed by the board of school visitors, or town school committee. The public schools of every town and district shall be open to children over five years of age without discrimination on account of race or color, but school visitors, town

1868, 1870, 1884.
Rev. 1888, §2118
1889, ch. 8.
1895, ch. 119.
1897, ch. 101.
1899, ch. 54, §1

school committees, and boards of education, may, by vote at a meeting duly called, admit to any school children over four years of age.—*General Statutes, 1902, Section 2130.*

1897, ch. 27.

Sec. 24. Text-books to be provided by town. Whenever an acting school visitor shall find that any pupils in the public schools are not supplied with the prescribed text-books, and in the opinion of said acting school visitor the parents of the pupils are unable to buy the required books, the said acting visitor shall purchase the said books, and shall certify the cost of the same to the selectmen, or the town school committee, as the case may be, who shall draw an order on the town treasurer for the payment of the bill.—*General Statutes, 1902, Section 2136.*

Sec. 25. Evening schools in larger towns. Every town and school district having ten thousand or more inhabitants shall establish and maintain evening schools for the instruction of persons over fourteen years of age, in such branches as the proper school authorities of the town or district shall prescribe; and, on petition of at least twenty persons over fourteen years of age for instruction in any one study usually taught in a high school, which persons in the opinion of the board of school visitors, town school committee, or board of education are competent to pursue high school studies, said town or district shall provide for such instruction; but this section shall not apply to a district located in a town which maintains such schools.—*General Statutes, 1902, Section 2145. As amended by Act of 1903, Chapter 135.*

1895.
Rev. 1888, § 2138
1893, ch. 227.
1895, ch. 210, § 2

Sec. 26. Management of evening schools. Boards of school visitors, town school committees, or boards

of education, as the case may be, shall provide rooms, examine, employ, and pay the teachers, and shall have all the powers and duties in relation to evening schools that are by law conferred on them in connection with day schools.—*General Statutes, 1902, Section 2146.*

Sec. 27. Employment of child not attending evening school; penalty. No person over fourteen and under sixteen years of age, who cannot read and write, shall be employed in any town where public evening schools are established unless he can produce every school month of twenty days a certificate from the teacher of an evening school showing that he has attended such school eighteen consecutive evenings in the current school month, and is a regular attendant. Every person who shall employ a child contrary to the provisions of this section shall be fined not more than fifty dollars, and the state board of education shall enforce the provisions of this section as provided in Section 4707.—*General Statutes, 1902, Section 2147.*

Sec. 28. Public money for evening schools. The board of school visitors, or town school committee, as the case may be, of any town, or the board of education in any district, wherein such evening schools are established and maintained, shall annually, on the first Monday in July, certify to the comptroller the average number of scholars attending such schools within the current school year, and the comptroller shall thereupon draw his order on the treasurer of the state in favor of such board of education, board of school visitors, or town school committee for the use of such schools, in the sum of two dollars and a quarter for each scholar included in the number so certified, and the treasurer shall pay the same upon presentation. No money

1885.
Rev. 1888
§§ 2139, 2140
1893, ch. 227
1895, ch. 210, § 4

shall be paid under the provisions of this section unless such evening schools have been maintained for at least seventy-five sessions in each school year, nor until the board of school visitors, board of education, or town school committee has reported to the state board of education concerning the condition and progress of said schools.—*General Statutes, 1902, Section 2148.*

1885.
Rev. 1888, § 2119
1893, ch. 227
1895, ch. 210, § 6

Sec. 29. Establishment of evening schools in smaller towns. Any town of less than ten thousand inhabitants may, at its annual town meeting, or at a meeting warned for that purpose, vote to establish evening schools under the provisions of Sections 2145, 2146 and 2148.—*General Statutes, 1902, Section 2140.*

1895, ch. 210, § 5

Sec. 30. When towns may be relieved from establishing. If any board of school visitors, board of education, or town school committee, shall deem it inexpedient or impracticable to establish a school under the provisions of this chapter and shall, on or before the fifteenth of October in any year, apply in writing to the state board of education to be relieved from the provisions of this chapter, and if said board shall, upon investigation, find the application to be reasonable, and shall so state in writing, the town or district so applying by its board of visitors, board of education, or town school committee shall not be subject to the provisions of Section 2145 until the beginning of the school year following the date of the application.—*General Statutes, 1902, Section 2150.*

1851, 1852, 1856,
1859, 1867, 1869,
1871, 1872, 1873,
1874, 1875, 1878,
1879, 1880, 1881,
1882, 1883, 1885,
1886.
Rev. 1888, § 142
3820.

Sec. 31. Property exempt from taxation. The following property shall be exempt from taxation: All property belonging to the United States or this state; buildings, with their appurtenances, belonging

to any county, town, city, or borough; buildings or portions of buildings exclusively occupied as colleges, academies, churches, public schoolhouses or infirmaries; parsonages of any ecclesiastical society to the value of five thousand dollars, while used solely as such; buildings belonging to and used exclusively for scientific, literary, benevolent, or ecclesiastical societies, not including any real estate conveyed by any ecclesiastical society or public or charitable institution without reserving an annual income or rent or by a conveyance intended to be a perpetual alienation, and not including any real estate of any educational, benevolent, or ecclesiastical corporation or association, whether held in the name of such corporation or association or by any person or persons in trust for such corporation or association, which is leased or used for other purposes than the specific purposes of such corporation or association, not including lands granted and given for the maintenance of the ministry of the gospel while leased; all lands used exclusively for cemetery purposes; the property to the amount of three thousand dollars of any pensioned soldier, sailor, or marine of the United States, who, while in service, lost a leg or arm, or suffered disabilities which by the rules of the United States pension office are considered equivalent to such loss; the property to the amount of three thousand dollars of any person, who, by reason of blindness, is unable by his labor to support himself and family; the property to the amount of one thousand dollars of every resident in this state who has served in the army, navy, marine corps, or revenue marine service of the United States in time of war, and received an honorable discharge therefrom; or, lacking such amount of property in his own name, so much of the property of the wife of any such person as shall be necessary to equal said amount; and

1889, ch. 21
1889, ch. 227
1896, ch. 327
1897, ch. 126
1899, ch. 9
1899, ch. 183

Public property.

Real estate devoted to charitable uses.

Cemeteries.

Property of pensioners.

Of blind persons.

Of soldiers, sailors, and marines, their wives, and parents.

	property to the amount of one thousand dollars of the widow resident in this state, of, if there be no such widow, of the widowed mother resident in this state, of every person who has so served and has died, either during his term of service, or after receiving honorable discharge from said service; and property to the amount of one thousand dollars of pensioned widows, fathers, and mothers, resident in this state, of soldiers, sailors and marines, who served in the army, navy, or marine corps, or revenue marine service, of the United States; wearing
Clothing and furniture.	apparel of every person and family, not including watches and jewelry of any kind exceeding twenty-five dollars in value; household furniture, used by and belonging to any one family; to the value of five hundred dollars; farming tools, actually and exclusively used in the business of farming upon any one farm, not exceeding in value two hundred dollars; the produce of a farm, while owned and held by the producer, actually grown, growing, or produced, during the season next preceding the time of listing, including colts, calves and lambs; fuel and provisions for the use of any one family; swine to the value of fifty dollars; poultry to the value of twenty-five dollars; sheep and Angora goats owned and kept in this state to the value of one hundred dollars; cash not exceeding one hundred dollars; private libraries and books not exceeding two hundred dollars in value, and all public libraries; all musical instruments, not exceeding in value twenty-five dollars; all musical instruments used exclusively by churches; all fire engines, and other implements, used for the extinguishment of fires, with the buildings used exclusively for the safe-keeping thereof; the tools of a mechanic, actually used by himself in his trade, to the value of two hundred dollars; any horse used on parade in the performance of military service by the owner, his son, ward, or ap-
Farm tools and produce.	
Fuel and provisions. Swine, poultry, and sheep.	
Cash.	
Libraries.	
Musical instruments.	
Fire engines	
Mechanic's tools.	
Horses.	

prentice; all fishing apparatus, actually used by any one person or company, to the value of two hundred dollars; the stock or property of every incorporated agricultural society; the stock or securities issued by any ecclesiastical society, to raise funds for the erection, alteration, or repair of any church edifice, but only to the amount of the actual cost of such erection, alteration, or repair; all property of any hospital society which is supported wholly or in part by state appropriations; all moneys or funds received and accumulated by grand army posts in the state of Connecticut, from donations, bequests, and collections for charitable purposes or which may hereafter be received by grand army posts for charitable purposes; bonds of the state of Connecticut issued pursuant to any act which provides for their exemption from taxation; bonds in the hands of the holders thereof, issued by any town or city in aid of the construction of the railroads of the Connecticut Western Railroad Company, the New Haven, Middletown & Willimantic Railroad Company, the Shepaug Valley Railroad Company, the Connecticut Valley Railroad Company, the Connecticut Central Railroad Company, or either of them, to provide or raise money to pay for stock subscribed for by it in any of said companies; but such bonds or stock, when their avails shall have been expended in the construction of any of said railroads, shall be assessed and taxed in the manner provided in Section 2424. When any town or city in this state has issued or shall issue new bonds under or by virtue of any statute, public or private, for the purpose of redeeming or providing a fund to redeem its bonds originally issued in aid of the construction of any railroad, and which by the statutes of this state were exempt from taxation, or for redeeming or providing a fund to redeem any reissue of the same, such new bonds, and the

Fishing apparatus.

Stock and property of agricultural and ecclesiastical societies.

Property of hospitals.

Of Grand Army posts.

State bonds.

Certain municipal bonds.

amount invested therein, shall be exempt from taxation in the hands of the holders thereof in the same manner and to the same extent as the original bonds, and the amount invested therein, and no direct, indirect, or franchise tax shall be assessed thereon.—*General Statutes, 1902, Section 2315. As amended by Act of 1903, Chapter 91.*

Sec. 2315. Buildings taxable against lessee though land exempt. 10 C. 490; 51 C. 259. Lands given for use of the ministry taxable against lessee for 999 years where lease stipulated he should pay the taxes assessed. 14 C. 228. Such lands taxable in case of sale. 30 C. 160. Grants to ecclesiastical society expressly without condition is not within statute as a grant for religious or charitable purposes. 21 C. 481. Act of 1859 not unconstitutional as to lands previously given to charitable uses. 31 C. 407. Lease for 999 years of all practicable purposes a fee. 31 C. 407. Statute of 1702 exempting lands given for the ministry for public or charitable uses not a contract but, if otherwise, a lease for 999 years without reserving rent is a violation of the contract. 36 C. 116. Property conveyed to such uses prior to 1821 left under act of 1702. 38 C. 274. Tax illegally assessed in part, illegal in toto. 38 C. 274. Reservoir held by municipality for public use and necessary land for same exempt. 44 C. 361; see later statute. Building earning money applicable to secular uses not exempt as a church. 54 C. 153. Land of camp meeting association conveyed by lease forfeitable may be taxed against lessee. 54 C. 153. Property of ecclesiastical society must be exclusively used for its purposes to be exempt. 61 C. 228; 66 C. 368, 476. Word "used" applied to corpus of real estate. 66 C. 482. Dormitories and dining halls of Yale university not taxable. 71 C. 316.

1897, ch. 174
1899, ch. 140
1901, ch. 83, §§1
6

Sec. 32. Sanitary condition of bake shop. Every building or room occupied as a bakery shall be drained and plumbed in a manner conducive to its healthful and sanitary condition, and constructed with air shafts and windows or ventilating pipes sufficient to insure ventilation, as the factory inspector shall direct. Every bakery shall be provided with a washroom, and water-closet apart from the

bakeroom and rooms where the manufacturing of such food products is conducted; no water-closet, earth-closet, privy, or ash pit shall be within or communicate directly with a bake shop. Rooms used for the manufacture of flour or meal food shall be at least eight feet in height; the side walls of such rooms shall be plastered or wainscoted, the ceiling plastered or ceiled with lumber or metal, and, if required by the factory inspector, shall be white-washed at least once in three months; the furniture, utensils, and floor of such rooms shall be kept in healthful sanitary condition. The manufactured flour or meal food products shall be kept in dry, clean, and airy rooms. The sleeping places for persons employed in a bakery shall be separate from the rooms where food products are manufactured or stored. After inspection the factory inspector shall issue a certificate to the owner or operator of such bakery that it is conducted in compliance with the provisions of law, which said certificate shall be kept posted by the owner or operator of such bakery in a conspicuous place in his bake shop; but where orders are issued by said inspector to improve the condition of a bakery, no such certificate shall be issued until such orders shall have been complied with.

No room or rooms either wholly or partly underground, not now used as a bakery, shall hereafter be used as a bakery. No room or rooms wholly or partly underground, now used as a bakery, which shall hereafter be closed, shall be again used as a bakery.

No room or rooms wholly or partly underground which shall have been closed on account of fire, attachments, observance of religious ceremonies, or quarantine regulations, shall be deemed to be closed within the meaning of this act.

A bake shop shall be deemed to be closed when-

ever for any reason except those specified in Section three, the business of baking for the public shall be suspended therein.

Every person who violates any provision of this act shall be subject to the penalties provided by Section 2572 of the general statutes.

1901, ch. 83, §9

Duty of employer. No employer shall permit any person to work in his bake shop who is affected with pulmonary tuberculosis, scrofulous, or venereal disease, or with a communicable skin affection, and every employer shall maintain himself and his employees in a clean and sanitary condition while engaged in the manufacture, handling, or sale of such food products.

1897, ch. 174
1899, ch. 140
1901, ch. 83, §7

Factory inspector's orders. The owner, agent, or lessee of any property used as a bakery shall, within thirty days after the service of notice upon him of an order issued by the factory inspector, comply therewith, or cease to use or allow the use of such premises as a bake shop; such notice shall be in writing and may be served upon such owner, agent, or lessee, either personally or by mail, and a notice by registered letter, mailed to the last known address of such owner, agent, or lessee, shall be sufficient service.

1901, ch. 83 §8

Penalty. Every person who violates any provision of Sections 2569, 2570 or 2571, or who fails to comply with an order of the factory inspector, shall be fined not more than fifty dollars for the first offense, not more than one hundred dollars or imprisoned not more than ten days for the second offense, and not more than two hundred dollars and imprisoned not more than thirty days for each subsequent offense.—*General Statutes, 1902, Sections 2569, 2570, 2571, 2572. As amended by Act of 1905, Chapter 13.*

Sec. 33. Regulations concerning elevators. No person, partnership, or corporation shall permit or employ a person under the age of sixteen years to have the care, custody, operation, or management of an elevator. Every person, partnership, or corporation violating any provision of this section shall forfeit not more than twenty-five dollars for each offense.—*General Statutes, 1902, Section 2614.*

1893, ch. 59

Sec. 34. Fire escapes to be provided. Every story above the first story of a building used as a schoolhouse, orphan asylum, insane asylum, reformatory, opera house, hall for public assemblies, boarding house accommodating more than twelve persons or tenement house occupied by more than five families, shall be provided with more than one way of egress, by stairways on the inside or fire escapes on the outside of such building. Said stairways and fire escapes shall, at all times, be kept free from obstruction and shall be accessible from each room in every story above the first story.

1881, 1888
Rev. 1888, § 2645
1889, ch. 154
1893, ch. 24, § 1
1895, ch. 254

Fire escapes in hotels. In any building specified in Section 2628, or any workshop, manufactory, hotel, boarding house, tenement house, or other building used, in whole or in part, for any of the purposes there specified, or in which more than twenty persons shall be employed above the first story, shall be more than two stories in height, it shall be provided with at least one fire escape, of iron or other incombustible material, on the outside of said building; unless, in the opinion of the authority inspecting the same, such building is sufficiently supplied with safe and proper means of egress; and if such building shall be more than one hundred and fifty feet in length it shall be provided with one such fire escape for every one hundred and fifty feet, or fractional part thereof exceeding fifty feet,

1881, 1888
Rev. 1888, § 2645
1889, ch. 154
1895, ch. 254, § 2
6
1895, ch. 346

and such fire escapes shall be conveniently accessible from each story of said building.

1881,1883
Rev.1888
§§2645,2647
1889,ch.154
1895,ch.254,
§3

Penalty. The owner of every such building shall provide such fire escapes and means of egress, or cause the same to be provided, and, if he shall neglect to do so for a period of three months after notice from the building inspector or other proper authority, he shall be fined not more than five hundred dollars, or imprisoned not more than six months, or both.

1881,1883
Rev.1888,§2646
1889,ch.154
1893,ch.105
1895,ch.254,
§§4,6.

Duties of building inspectors. The building inspector of each city, the warden of each borough, or the first selectman of each town not having a building inspector, either by himself or by some proper person appointed by him, shall inspect all the above-named buildings at least once each year between April first and October first, and shall see that the provisions of Sections 2628, 2629 and 2630 are complied with; and for such purpose he shall have the right to enter any of said buildings in the day time, between the hours of nine and five o'clock. Said city, borough or town shall fix and pay the compensation for all such services.—*General Statutes, 1902, Sections 2628, 2629, 2630 and 2631.*

Sec. 35. Construction of tenement houses in certain cities restricted. This act may be cited as the Tenement House Act and its provisions shall apply to all cities of over twenty thousand inhabitants, at the time of the most recent United States census and shall also apply to any city or borough of less than twenty thousand inhabitants if the common council of such city or the board of burgesses of such borough shall by ordinance provide that said act shall so apply to such city or borough.

Certain words used in this act are defined, for the

purposes of this act, as follows (1) A tenement house is any house or building, or portion thereof, which is rented, leased, let, or hired out, to be occupied, or is arranged or designed to be occupied, or is occupied as the home or residence of three families or more, living independently of each other, and doing their cooking upon the premises, and having a common right in the halls, stairways, or yards. (2) A yard is an open unoccupied space on the same lot with a tenement house, between the extreme rear line of the house and the rear line of the lot. (3) A court is an open unoccupied space, other than a yard, on the same lot with a tenement house; a court not extending to the street or yard is an inner court; a court extending to the street or yard is an outer court; if it extends to the street it is a street court; if it extends to the yard it is a yard court. (4) A public hall is a hall, corridor, or passageway not within an apartment. (5) A basement is a story partly, but not more than one-half below the level of the grade. (6) A cellar is a story more than one-half below the level of the grade. (7) The word "shall" is mandatory and not directory, and denotes that the house shall be maintained in all respects according to the mandate, as long as it continues to be a tenement house. (8) In determining the number of stories in a tenement house, a basement or an attic shall be counted as a story if it is occupied or designed to be occupied for living purposes.

No tenement house hereafter erected shall occupy more than ninety per centum of a corner lot, or more than seventy-five per centum of any other lot less than sixty feet in depth, or more than seventy per centum of any other lot sixty feet or more in depth; provided, that the space occupied by fire escapes shall not be deemed a part of the lot occupied. For the purposes of this section the measurements shall be taken at the ground level, except that where such

a building has no basement, and the cellar ceiling is not more than three feet above the grade level, the measurements as to the percentage of the lot occupied may be taken at the level of the second tier of beams. The provisions of this section shall not apply to a tenement house hereafter erected running through from one street to another street; provided, that the lot on which such house is situated does not exceed one hundred feet in depth.

Behind every tenement house hereafter erected, unless the house extends through from one street to another street, there shall be a yard extending across the entire width of the lot and, except upon a corner lot, at every point open from the ground to the sky unobstructed; but fire escapes or unenclosed outside stairs may project not over five feet from the rear line of the house. The depth of said yard, measured from the extreme rear wall of the house to the rear line of the lot, shall be as set forth in sections five and six of this act.

Except upon a corner lot, the depth of the yard behind every tenement house hereafter erected, two stories in height, shall be not less than ten feet in every part; and said yard shall be increased in depth one foot for every additional story above two stories in the height of the building.

The depth of the yard behind every tenement house hereafter erected upon a corner lot shall be not less than ten feet in every part; provided, that where such lot is less than one hundred feet in depth, the depth of the yard may be not less than ten per centum of the depth of such lot, but shall never be less than five feet in every part, nor less than the minimum width of an outer court on the lot line as prescribed by section eight. Where a tenement house hereafter erected on a corner lot has no basement, and the cellar ceiling is not more than three feet above the grade level, said yard may

start at the level of the second tier of beams. Where a corner lot is more than fifty feet in width, the yard for that portion in excess of fifty feet shall conform to the provisions of section five of this act.

No court of a tenement house hereafter erected shall be covered by a roof or skylight, but every such court shall be at every point open from the ground to the sky unobstructed.

Where one side of an outer court is situated on the lot line, the width of the said court, measured from the lot line to the opposite wall of the building, for tenement houses hereafter erected, shall be not less than four feet in any part, for houses two stories in height; and for every additional story above the two stories in the height of the said building, such width shall be increased six inches throughout the entire height of said court; but this requirement shall not prevent a building from approaching nearer the lot line; provided, that no room in the building obtains its light or ventilation from windows opening upon such narrower court.

Where an outer court is situated between wings or parts of the same building, or between different buildings on the same lot, the width of the said court, measured from wall to wall, for tenement houses hereafter erected two stories in height, shall be not less than eight feet in any part; and for every additional story above two stories in the height of the said building, such width shall be increased one foot throughout the entire height of the said court.

Where one side of an inner court is situated on the lot line, the width of the said court, measured from the lot line to the opposite wall of the building, for tenement houses hereafter erected two stories in height, shall be not less than five feet in any part, and the other horizontal dimension shall be not less than ten feet in any part; and for every

additional story above two stories in the height of the said building, such width shall be increased one foot throughout the entire height of said court, and the other horizontal dimension shall be increased two feet throughout the entire height of said court.

Where an inner court is not situated upon the lot line, but is enclosed on all four sides, the least horizontal dimension of the said court, for tenement houses hereafter erected two stories in height, shall be not less than ten feet; and for every additional story above two stories in the height of the said building, the said court shall be increased two feet in each horizontal dimension throughout the entire height of said court.

Every inner court shall be provided with one or more horizontal in-takes at the bottom. Such in-takes shall always communicate directly with the street or yard, and shall consist of a passageway of not less than five square feet in area, which shall be left open, or if not open there shall be provided in said passageway open grilles or transoms and such open grilles or transoms shall not be covered over by glass or otherwise.

In computing the size of courts and yards, and the percentage of a lot which may be built upon, a mutual gangway between two building lots shall be counted as if divided equally between the two adjacent lots. Nothing contained in the foregoing sections concerning outer and inner courts shall be construed as preventing windows at the angles of said courts; provided, that the running length of the wall containing such windows does not exceed six feet. Offsets or recesses in outer or inner courts may be made; provided, that the width of such offsets or recesses shall in every case be equal to or greater than the depth. When a tenement house hereafter erected has no basement, the courts mentioned in the preceding sections may start at the level of the second tier of beams.

No separate tenement house shall hereafter be erected upon the rear of a lot where there is a tenement house on the front of the said lot, nor upon the front of any such lot upon the rear of which there is such a tenement house, unless the distance between the two tenement houses is at least thirty feet.

In every tenement house hereafter erected every room, except water-closet compartments and bathrooms, shall have at least one window opening directly upon the street, or upon a yard or court of the same lot, of the dimensions specified in sections four to thirteen, inclusive, of this act; and such windows shall be so located as to properly light all portions of such rooms, and shall have a total area in each room of at least one-eighth of the area of the floor of the room.

In every tenement house hereafter erected, all rooms, except water-closet compartments and bathrooms, shall be of the following minimum sizes; in each apartment there shall be at least one room containing not less than one hundred and twenty square feet of floor area, and each other room shall contain at least seventy square feet of floor area. Each room shall be in every part not less than eight feet six inches high from the finished floor to the finished ceiling; provided, that an attic room need be eight feet six inches high in but one-half of its area.

In every tenement house hereafter erected, the public hall upon each floor shall be provided with a window, or a glazed door, opening to the street, the yard, or upon a court of the size prescribed in sections seven to thirteen, inclusive, of this act, unless the hall is within three stories from the roof. In every such tenement house three stories or more in height, where the public hall upon the third floor from the roof is not provided with an outside window or an outside glazed door, there shall be a

stair-well extending from this floor to the roof, said stair-well to be at least twelve inches wide over this hall and at least eighteen inches wide over the hall above. All doors leading from public halls not provided with outside windows, and more than two stories below the roof, shall be provided with translucent glass panels of an area of not less than five square feet for each door, or with fixed transoms or translucent glass of an area of not less than five square feet over each door, or such halls shall be lighted by an equivalent amount of translucent glass connecting with a lighted room or rooms. Long and devious hallways shall have such additional provisions as may be necessary to give adequate light, subject to the approval of the building inspector.

In every tenement house hereafter erected, one at least, of the windows provided to light each public hall or part thereof shall be at least ten square feet in area, measured between the stop beads. In every such house where the public halls upon each floor are not provided with windows opening directly to the outer air, there shall be in the roofs, directly over each stair-well, a ventilating skylight provided with ridge ventilators having a minimum opening of forty square inches, or such skylight shall be provided with fixed or movable louvres; the glazed roof of such skylight shall be not less than twenty square feet in area.

In every tenement house hereafter erected there shall be a water-closet in each apartment of four or more rooms, and at least one water-closet for every two apartments of less than four rooms each. Each water-closet shall be in a separate compartment or bathroom, upon the same floor with the apartment which it accommodates. Except as hereinafter provided, each water-closet compartment or bathroom in any tenement house hereafter

erected shall have a window opening directly upon the street, a yard, a court or upon a vent shaft. Every such window shall be of at least three square feet in area, and shall open freely. A water-closet compartment or bathroom, however, if provided with a separate ventilating flue of non-corroding material and of at least thirty-six square inches in area, leading directly to the roof, may be lighted from an adjoining room or hall by translucent glass in a fixed sash; provided, that the glazed surface shall be of at least twelve square feet in area. Every vent shaft in a tenement house hereafter erected shall be constructed of fireproof material; not more than two water-closets or bathrooms shall open upon such a shaft on one floor of a tenement house, and no two water-closet or bathroom windows opening upon such shaft on the same floor shall be opposite each other. No such vent shaft shall be less than thirty inches in either dimension. If the area of such a shaft is less than twelve square feet, every bathroom or water-closet compartment below the upper story and, if the area is less than twenty-four square feet, every bathroom or water-closet compartment below the second story from the roof, and opening into such shaft, shall be provided with additional light through translucent glass windows of at least four square feet in area, connecting with other portions of the tenement. Every such vent shaft shall be uncovered, or shall be provided with openings at the top equal in total area to the area of the vent shaft, and shall be provided with a horizontal in-take or duct at the bottom communicating with the street or yard, or with a court; such duct or in-take shall be not less than two square feet in area, and shall be so arranged as to be easily cleaned out.

In every apartment of three or more rooms, in a tenement house hereafter erected, access to

every living room and bedroom and to at least one water-closet compartment shall be had without passing through any bedroom.

In tenement houses hereafter erected, no room in the cellar or in the basement shall be constructed, altered, converted, or occupied for living purposes, unless all of the following conditions are complied with: (1) Such room shall be at least eight feet six inches high, in every part, from the floor to the ceiling. (2) The ceiling of such room shall be at least four feet and six inches above the surface of the street or ground outside of or adjoining the same. (3) All walls surrounding such room shall be damp-proof. (4) The floor of such room shall be damp-proof and water-proof.

The floor of the cellar or the lowest floor of every tenement house shall be water-tight, and the cellar ceiling shall be plastered, except where the first floor above the cellar is constructed of iron beams and fire-proof filling.

No building, not used as a tenement house at the time at which this act takes effect, shall be converted to such use unless it complies with the provisions of this act.

No tenement house shall be altered, added to, or changed so as to diminish the light, ventilation, or court or yard spaces existing before such alterations were made, in any way not approved by the department or officer charged with the execution of this act.

Before the construction or alteration of a tenement house or the alteration or conversion of a building for use as a tenement house is commenced, the owner, or his agent or architect, shall submit to the building inspector or other local officer authorized to issue building permits, a detailed statement in writing, verified by the affidavit of the person making the same, of the specifications for the

construction, and for the lighting and ventilation of such tenement house or building, upon a blank or form to be furnished by such officer, and shall also submit a copy of the plans of such work. Such statement shall give in full the name and residence, by street and number, of the owner or owners of such tenement house or building. If such construction, alteration, or conversion is proposed to be made by any other person than the owner of the land in fee, such statement shall contain the full name and residence, by street and number, not only of the owner of the land, but of every person thus interested in such tenement house. The statements and affidavits herein provided for may be made by the owner, or the person who proposes to make the construction, alteration, or conversion, or by his agent or architect. No person, however, shall be recognized as the agent of the owner unless he shall file with the said officer a written instrument, signed by such owner, designating him as such agent. Such specifications and statements shall be filed with the said officer and shall be deemed public records, but no such specifications or statements shall be removed from the custody of said officer. The said officer shall cause all such plans and specifications to be examined, and if such plans and specifications conform to the provisions of this act and to the building ordinances and regulations, they shall be approved by such officer, and a written certificate to that effect shall be issued to the person submitting the same. The officer may, from time to time, approve changes in any plans and specifications previously approved by him; provided, that the plans and specifications when so changed shall be in conformity with law. The construction, alteration, or conversion of such tenement house, building, or structure, or any part thereof, shall not be commenced until the filing of such specifications,

plans, and statements, and the approval thereof, as above provided.

No building hereafter constructed as, or altered into, a tenement house shall be occupied, in whole or in part, for human habitation until the issuance of a certificate by the officer aforesaid that said building conforms in all respects to the requirements of this act. Such certificate shall be issued within ten days after written application therefor, if said building, at the date of such application, shall be entitled thereto.

If any building hereafter constructed as, or altered into, a tenement house be occupied in whole or in part for human habitation in violation of the last section, during such unlawful occupation no rent shall be recoverable by the owner or lessee of such premises for said period, and no action or special proceedings shall be maintained therefor.

Nothing in this act shall be construed to abrogate or impair the powers of a local department of health, the fire department, or of the courts or any other lawful authority, to enforce any provisions of any city charter or building ordinances and regulations not inconsistent with this act, or to prevent or punish violations thereof.

It shall be the duty of every inspector of buildings, fire marshal, or other person authorized to issue building permits, by whatever name known, to enforce the provisions of this act, and to report all violations thereof to the proper prosecuting officer.

Every owner or lessee of land, and every builder or architect who shall authorize, make, or approve any construction or alteration of any building in violation of this act, shall be fined not less than twenty-five dollars nor more than five hundred dollars, and if any violation of this act re-

mains uncorrected, the violator shall be subject to a renewal of the foregoing penalty every thirty days until the violation is corrected.

It shall be the duty of the commissioner of labor statistics to collect, keep on file in his office, and at his discretion publish data to be furnished by the officers, charged in the several cities with the execution of this act, showing the number of tenement houses for which permits have been asked, the number of plans approved, disapproved, and modified, and any other facts concerning the operation of the law. The records and files of said officers shall at all times be open to the commissioner of labor statistics for the purposes of this section.—*Public Acts of 1905, Chapter 178.*

Sec. 36. Duties and powers of trustees. The board of trustees shall manage said school according to law; adopt rules for its management and the maintenance of strict discipline therein; provide instruction in religion, morality, and useful knowledge, and in some regular course of labor for the inmates; bind them out, discharge, or remand them; appoint a superintendent, not of their number, and other officers, whom they may remove for cause; prescribe their duties and compensation; adjust and certify all claims and accounts against said school; appoint as treasurer a member of said board, who shall give a bond to the state in such sum, not less than five thousand dollars, as the trustees shall require, conditioned for the faithful performance of his duties, and who shall pay all claims against said school after the same have been properly certified; and said board shall annually report under oath to the governor the condition and rules of the school.—*General Statutes, 1902, Section 2819.*

1851, 1857
Rev. 1888, 18624
1897, ch. 193

1879.
Rev. 1888, §3631

Sec. 37. Trustees may indenture boy as apprentice. The trustees shall have full power to place any boy committed to said school during minority, at such employment, and cause him to be instructed in such branches of useful knowledge as may be suitable to his age and capacity; and they may, with the consent of any such boy or his parents, or guardians, bind him out as an apprentice during his minority, or for a shorter period, to learn a trade, or to other employment as in their judgment will tend to his future benefit; and the president of the board shall, for such purpose, have power to execute and deliver, on behalf of the said board, indentures of apprenticeship for any such boy; and such indentures shall have the same force and effect as indentures of apprenticeship executed by his legal guardian, and shall be filed with the records in the office of said school.—*General Statutes, 1902, Section 2828.*

1886.
Rev. 1888, §3635

Sec. 38. Trustees to control persons and earnings of boys so placed. The trustees of said school shall have and exercise full control of the persons and earnings of boys so placed out during their minority, and shall, at least once during every period of six months, obtain, by authorized visitation or inspection, definite and reliable information concerning their general deportment and progress in the occupations they are pursuing, and in general shall exercise in their behalf the care and supervision of guardians. The number and general condition of boys so placed out and cared for shall be embraced in the annual report of the trustees of the school.—*General Statutes, 1902, Section 2832.*

1870.
Rev. 1888, §3677
1893, ch. 92

Sec. 39. Pupils may be bound out. The directors may bind out to service girls committed to said school for terms not exceeding the terms of their

respective commitments.—*General Statutes, 1902, Section 2841.*

Sec. 40. Parent or guardian may indenture child to school. Any parent or guardian may indenture a child or ward to the Connecticut school for boys, or to the Connecticut industrial school for girls, on such terms as may be agreed upon between such parent or guardian and the trustees or directors of said schools, the expense to be paid quarterly, in advance and in case of any failure on the part of such parent or guardian so to pay said expense, the superintendent of such school may sue on such agreement.—*General Statutes, 1902, Section 2848.*

1859,1868
Rev.1888,§3678
1893,ch.92

Sec. 41. Equal rights and restraints for all pupils. All children indentured or admitted to the Connecticut school for boys or to the Connecticut industrial school for girls, shall receive the same supervision, medical treatment, support, and education, and be subject to the same regulations, employment, and restraint.—*General Statutes, 1902, Section 2849.*

1859,1874
Rev.1888,§3679

Sec. 42. Employment of veterans in public service. In every public department, and upon all public works of this state, honorably discharged union soldiers and sailors shall be preferred for appointment and employment. Age, loss of limb, or other physical impairment, which does not in fact incapacitate, shall not be deemed to disqualify them, provided they possess the other requisite qualifications.—*General Statutes, 1902, Section 2876.*

1889,ch.124

Sec. 43. Veteran discharged from employment; pay reduction. No honorably discharged soldier, sailor, or marine, having served as such in the union army or navy during the war of the rebellion, hold-

1901,ch.35,§1

ing a position by appointment or employment as janitor, engineer, or fireman in any public building owned by the state of Connecticut, or by any county, city or town, shall be removed from such position or employment except for incompetency or misconduct shown, or have his compensation reduced except for cause shown, and after a hearing of which he had due notice.—*General Statutes, 1902, Section 2877. As amended by Act of 1903, Chapter 60.*

1901, ch. 35
§§ 2, 3, 4

Sec. 44. Appeal; reinstatement. Any such person, who shall be removed from any of said positions, or whose compensation shall be reduced while so employed, may appeal from said action or decision to the superior court in the county in which said person is employed. Such appeal shall be privileged in the order of its trial, and shall be tried to the court. The appellant shall give bond to the state or county, as the case may be, to pay all costs in case he fails to sustain his appeal. Costs as in civil actions shall be allowed the prevailing party. If said appeal shall be sustained, the appellant shall be reinstated on the same terms as to employment and compensation as existed prior to said removal, with full pay from the date of his removal.—*General Statutes, 1902, Section 2878.*

1827, 1856, 1862,
1863, 1878, 1881,
1884.
Rev. 1888, § 3341

Sec. 45. Powers and duties of warden; reward for good behavior. The warden shall manage the prison, subject to the rules of the directors and their written orders; he shall keep all the prisoners employed in such labor as the directors shall order, during the term of their imprisonment; and in case they are disobedient or disorderly, or do not faithfully perform their task, may put fetters and shackles on them, and moderately whip them, not exceeding ten stripes for any one offense, or confine them in dark and solitary cells; he shall keep a book

in which a record shall be made of every punishment by solitary confinement, as follows: the name and number or other sufficient designation of the person punished; the day and hour when put in solitary confinement; the day and hour when released; the offense; and such remarks as may be necessary to complete the record; and shall also keep a record of the punishment inflicted upon each prisoner, showing its cause, mode and degree, and a like record of the conduct of each prisoner. Any prisoner may, by prompt and cheerful obedience to the rules, of said prison, earn a commutation or diminution of his sentence as follows: sixty days for each year, and *pro rata* for a part of a year, of a sentence which is for more than one year and not for more than five years; and ninety days for the sixth and each subsequent year, and *pro rata* for a part of a year; *provided*, that any serious act of insubordination or persistent refusal to conform to prison regulations occurring at any time during his confinement in said prison shall subject the prisoner, at the discretion of the warden and board of directors, to the loss of all or any portion of the time earned; but this provision shall not apply to prisoners sentenced to confinement in said prison for a term that is not greater than one year. Where any prisoner is held under more than one conviction the several terms of imprisonment imposed thereunder shall be construed as one continuous term for the purpose of estimating the amount of commutation which he may earn under the provisions of this section.—*General Statutes, 1902, Section 2900.*

Sec. 46. Warden; powers and duties, continued. 1827, 1856, 1862, 1863.
 The warden may employ such number of prisoners as may be approved by the board of directors outside the prison walls, within two miles thereof, under the charge of some proper officer of the prison. Rev. 1888, § 3243 1897, ch. 108

He shall provide for prisoners suitable food and clothing, and proper implements and materials for their work, and shall provide for the relief of any sick or infirm prisoner, and shall be paid for the same out of the earnings of said prisoners, if sufficient, and if not, by the state; shall superintend the labor and conduct of the prisoners; shall act as general agent of the prison, in the purchases and sales therefor, which shall be for cash only; shall keep accurate accounts, and render the same to the directors at their stated meetings, and, when requested, communicate to them any information in his knowledge respecting the prison; and shall settle his accounts with the comptroller, quarterly, and may, in his own name, as warden, sue on any contract made by him in the business of said prison.—*General Statutes, 1902, Section 2901.*

1895, ch. 152

Sec. 47. Convicts; employment restricted. No person anywhere confined for crime shall be employed in or about the manufacture or preparation of tobacco or of any article which in its use comes into contact with the mouth of a human being.—*General Statutes, 1902, Section 2902.*

1827.
Rev. 1888, § 3348

Sec. 48. Discharge of prisoner held for costs. Every prisoner, detained only for the payment of costs, shall be allowed for his labor the wages paid journeymen for like labor; but if, in the opinion of the directors, he shall be unable to pay said costs, and has conducted himself well during his confinement, the warden may remit the amount of such costs, and discharge him.—*General Statutes, 1902, Section 2913.*

1826.
Rev. 1888, § 3349

Sec. 49. Allowance for labor in payment of fine. Every prisoner held in said prison for nonpayment of a fine shall be allowed one hundred dollars a year

for his labor, from the time when his imprisonment for non-payment of said fine commenced, if, in the opinion of the warden and directors, he shall have been submissive to the officers of the prison during his confinement, and conducted himself as a faithful prisoner.—*General Statutes, 1902, Section 2914.*

Sec. 50. Employment of convicts and prisoners. 1837.1879
Rev.1888.§3365

The county commissioner may require all convicts to work according to their ability, permit other prisoners, if they desire it, to be provided with materials for work and employment, require the deputy jailer or deputy jailers, other officers and employees, to superintend the conduct and labor of the prisoners, prescribe rules for the management, government, discipline, and employment of the prisoners in the jails and jail buildings of their respective counties, and the respective sheriffs shall enforce the same. Said commissioners shall visit the jails in their several counties at least once a month, and examine into their management, and audit all accounts pertaining to the jails.—*General Statutes, 1902, Section 2933.*

Sec. 51. Food; clothing; medical aid; work. 1837.1879
Rev.1888.§3366

The deputy jailer or deputy jailers under the rules and directions of the county commissioners, shall procure suitable food, clothing and medical aid for prisoners committed on criminal process, and such implements and materials as shall be proper for employing and keeping such prisoners at work, and said commissioners shall draw their orders in payment for the same upon the treasurers of their respective counties.—*General Statutes, 1902, Section 2935.*

Sec. 52. How established. Any town may establish a workhouse, and provide suitable buildings 1813.1821
Rev.1888.§3394

for the confinement of offenders sentenced thereto; furnish materials for their work, direct the kind of labor, and the manner and place in which it is to be performed, either in or out of the workhouse; and make any lawful regulations necessary to carry into effect the provisions of this chapter.—*General Statutes, 1902, Section 2960.*

1727.
1883, §3396

Sec. 53. Duties of masters. The master shall receive all persons lawfully sent there, and keep them employed in such labor as they shall be able to perform; and if any one of them shall refuse to work in a proper manner, may put him in close confinement until he shall obey orders, and in case of great obstinacy or perverseness, may reduce him to bread and water until he shall be brought to obedience.—*General Statutes, 1902, Section 2962.*

1886.
Rev. 1888, §1935
1936.

Sec. 54. Profits may be shared with employees. Any corporation organized after May thirty-first, 1886, under any general or special law, may, by its board of directors, distribute to the persons employed in its service, or to any of them, such portions of the profits of its business as said board may deem just and proper. Any corporation organized on or prior to May thirty-first, 1886, may give to its board of directors the power to make such distribution, by a majority vote of all the stockholders at a meeting warned and held for the purpose.—*General Statutes, 1902, Section 3342.*

1870.
Rev. 1888, §3470

Sec. 55. Security from contractors for labor; liability of company. Every company, in making contracts for the building of its road, shall require sufficient security from the contractors for the payment for all labor thereafter to be performed in constructing the road by persons in their employ; and the company shall be liable to the laborers employed

for labor actually performed on the road, if, within twenty days after the completion of such labor, they shall, in writing, notify its treasurer that they have not been paid by the contractors.—*General Statutes, 1902, Section 3606.*

Sec. 56. Safety couplers on freight cars. Every company, operating a railroad located wholly or partly in this state, shall cause every freight car built or purchased for use on such railroad to be provided with couplers so arranged as to render unnecessary the presence of any person between the ends of the cars for the purpose of coupling the same.—*General Statutes, 1902, Section 3762.* 1882.
Rev. 1888, §3537

Sec. 57. Couplers to be approved by commissioners. No couplers shall be placed on any such freight car, nor shall any couplers be substituted for any in use, until the same shall have been approved by the commissioners, and such couplers shall be hung at such height above the railroad track as shall be designated by the commissioner.—*General Statutes, 1902, Section 3763.* 1882.
Rev. 1888, §3538

Sec. 58. Penalty. Every railroad company which shall permit a violation of any provision of Sections 3762 or 3763 shall forfeit fifty dollars to the state for every such violation.—*General Statutes, 1902, Section 3764.* 1882.
Rev. 1888, §3539

Sec. 59. Certain employees to wear badges. All the conductors, brakemen, and baggagemen, employed upon the passenger trains of any company, when on duty shall wear, in a conspicuous place, a badge showing their respective duties and the name of such company.—*General Statutes, 1902, Section 3782.* 1886.
Rev. 1888, §3549

1853,1854
Rev.1888,§3566

Sec. 60. Number of brakemen. Upon every train run, or intended to be run, upon any railroad in this state, at a greater average speed than thirty miles an hour between stations, and including more than two passenger cars, one brakeman shall be kept at the brake of each car, but when the double action brake is used on any such train, but one brakeman need be kept upon and for every two cars connected with such train. The commissioners may grant permission to any company to reduce the number of brakeman required upon passenger trains, when such company has adopted a system of brakes to be operated by the engineer, which in the opinion of the commissioners will render such number of brakemen unnecessary. The commissioners may revoke such permission when they consider that public safety requires; and on such revocation the company shall place upon its trains the number of brakemen required by law.—*General Statutes, 1902, Section 3799.*

1897,ch.241,§1
1895,ch.221,§2

Sec. 61. Commissioners may order platforms to be inclosed. When the railroad commissioners deem it necessary, in the interests of the public, or of the employees concerned, that the platforms of any or all of the cars operated by any street railway company should be protected by gates or vestibules, or that fenders should be placed upon such cars, said commissioners may order the company operating such cars to inclose the platforms thereon with gates or vestibules, or both, or to place fenders upon such cars, of such kind and in such manner as they may deem necessary and proper, first giving such company reasonable notice to appear and be heard, and may, after similar notice, modify or revoke any such order. The commissioners shall have sole and exclusive jurisdiction over the inclosing of such platforms and the placing of fenders on

such cars; but nothing in this section shall prevent any such company from inclosing its platforms or placing fenders on its cars without such order.—*General Statutes, 1902, Section 3869.*

Sec. 62. Penalty. Any company operating such ^{1897,ch.241,§2} car or cars which shall neglect or refuse to comply with any order relating to platforms made pursuant to Section 3869 shall forfeit to the state twenty-five dollars for each day of such neglect or refusal.—*General Statutes, 1902, Section 3870.*

Sec. 3870. Repeals all inconsistent provisions of municipal charters and ordinances. 67 C. 216.

Sec. 63. Sunday laws not applicable to electric cars. No law affecting travel, business, or labor on Sunday, or the operation on Sunday of any railroad or railway, shall apply to any railroad company or street railway company so as to prohibit or limit the operation on Sunday of electric cars.—*General Statutes, 1902, Section 3875.* ^{1899,ch.63}

Sec. 3875. A street railway company is liable for negligence resulting in injury to passenger riding for pleasure on Sunday. 66 C. 272.

Sec. 64. Exemption of homestead to one thousand dollars. Any person owning and actually occupying as a dwelling any building may execute a written declaration of his desire and intention that the same, together with any other real estate occupied and used by him in connection therewith, shall be held by him as a homestead exempt from execution, which declaration shall be executed and recorded like a deed of land, or may be expressed in any conveyance of any such property; and thereupon such property to the extent of one thousand dollars in value shall as a homestead be exempt <sup>1885.
Rev.1888,§2783</sup>

from attachment, execution, or judgment lien for any debt or liability of such person incurred after the record of such declaration or conveyance, so long as such property shall be actually occupied by the owner as a dwelling; and if the same shall be sold for the payment of any such debt or liability after his decease, excepting expenses for his funeral and last sickness, such sale shall be subject to the right of occupation of such property by the widow or husband of the decedent, if any, for life, and by his children during their minority; and such right of occupation shall be free from attachment, execution, or judgment lien for any debt or liability of such widow, husband, or children. Any homestead right of exemption may be released as to the whole or any part of the property so exempted, provided the husband or wife, if any, of the owner join in the declaration of release; the husband or widow may release his or her right of occupation in any such property; and the guardian of any minor child may, with the consent of the court of probate, release the right of occupation of such child in any real estate. All such releases shall be executed and recorded like deeds of land. No person shall have a homestead exemption in more than one dwelling at the same time.—*General Statutes, 1902, Section 4065.*

1855, 1867
Rev. 1888, § 3019

Sec. 65. Certificate of lien to be recorded. No such lien shall be valid, unless the person performing such services or furnishing such materials, within sixty days after he has ceased so to do, shall lodge with the town clerk of the town in which said building is situated a certificate in writing, describing the premises, the amount claimed as a lien thereon, and the date of the commencement of the performance of services or furnishing of materials, stating that the amount claimed is justly due, as nearly as the same can be ascertained, and sub-

scribed and sworn to by the claimant; which certificate shall be recorded by the town clerk with deeds of land; but in case a party who might have filed such a certificate dies before filing the same, his executor or administrator may make and lodge such a certificate within three months from the time of qualification of such executor or administrator; *provided* that such certificate must be lodged within six months from the decease of the original claimant.—*General Statutes, 1902, Section 4136.*

Sec. 66. Notice of intent. Liens of subcontractors and material men. No person other than the original contractor for the construction, raising, removal, or repairing of the building, or a subcontractor, whose contract with such original contractor is in writing, and has been assented to in writing by the other party to such original contract, shall be entitled to claim any such lien, unless he shall, after commencing, and not later than sixty days after ceasing, to furnish materials or render services for such construction, raising, removal, or repairing, give written notice to the owner of such building that he has furnished or commenced to furnish materials, or rendered or commenced to render services, and intends to claim a lien therefor on said building; which shall be served upon said owner, if he resides in the same town in which said building is being erected, raised, removed, or repaired, by any indifferent person, by leaving with him or at his usual place of abode a true and attested copy thereof; and if said owner does not reside in said town, but has a known agent therein, such notice may so be served upon said agent, otherwise it may be served by any indifferent person, by mailing a true and attested copy of said notice to such owner at the place where he resides; and when there shall be two or more owners, such notice to one of them

1855, 1879
Rev. 1888, §3020
1899, ch. 121, §1
1901, ch. 30

shall be notice to all; and said notice with the return of the person who served it indorsed thereon shall be returned to the original maker thereof within said period of sixty days. No subcontractor, without a written contract complying with the provisions of this section, and no person who furnishes material or renders services by virtue of a contract with the original contractor or with any subcontractor, shall be required to obtain an agreement with, or the consent of, the owner of the land, as provided in Section 4135, to enable him to claim a lien under this section.—*General Statutes, 1902, Section 4137.*

1855, 1856
Rev. 1888, § 3021
1899, ch. 121, § 2

Sec. 67. Liens limited; apportionment; payments to original contractor. No such lien shall attach to any building or its appurtenances, or to the land on which the same may stand, in favor of any person, to a great amount in the whole than the price which the owner agreed to pay for such building and its appurtenances; and when there shall be several claimants, and the amount of their united claims shall exceed such price, the claimants, other than the original contractor, shall be first paid in full, if the amount of such price is sufficient for that purpose; but if not, it shall be apportioned among the claimants having such liens, other than the original contractor, in proportion to the amount of the debts due them respectively; and the court having jurisdiction thereof, on application of any person interested, may direct the manner in which such claims shall be paid; but in determining the amount to which any lien or liens shall attach upon any land or building, the owner of such land or building shall be allowed whatever payments he shall have made, in good faith, to the original contractor or contractors, before receiving notice of such lien or liens. No payments made in advance of the

time stipulated in the original contract shall be considered as made in good faith, unless notice of intention to make such payment shall have been given in writing to each person known to have furnished materials or rendered services at least five days before such payment is made.—*General Statutes, 1902, Section 4138.*

Sec. 68. Dissolution of mechanic's lien by substitution or bond. Whenever any mechanic's lien shall have been placed upon any real estate pursuant to Sections 4135, 4136 and 4137, the owner of such real estate, or any person interested therein, may make an application to any judge of the superior court of common pleas, or district court, that said lien be dissolved upon the substitution of a bond with surety, and such judge shall order reasonable notice to be given to the lienor of such application. If such lienor shall not be a resident of the state, such judge may order notice to be given by publication, registered letter or personal service. If such judge shall be satisfied that the applicant in good faith intends to contest such lien, he shall, if the applicant offer a bond, with sufficient surety, conditioned to pay to the lienor or his assigns such amount as a court of competent jurisdiction may adjudge to have been secured by said lien, with interest and costs, order said lien to be dissolved, and such bond substituted therefor, and shall return such application, notice, order, and bond to the clerk of the superior court for the county wherein such lien is recorded; and if the applicant, within ten days from such return, shall cause a copy of such order, certified by said clerk, to be recorded in the town clerk's office where such lien is recorded, such lien shall be dissolved. Whenever a bond shall be substituted for any lien after an action for the foreclosure of a lien has been commenced, the plaintiff

1895.ch.50

in such foreclosure may amend his complaint without costs, so as to make the action one upon such bond. Whenever a bond shall have been substituted for any lien, pursuant to this section, unless an action shall be brought to recover upon such bond within two years from the date of recording the certificate of lien, such bond shall be void.—*General Statutes, 1902, Section 4139.*

1871.
Rev. 1888, § 3032

Sec. 69. Lien on railroad for services or materials in construction. If any person shall have a claim for materials furnished or services rendered for the construction of any railroad, or any of its appurtenances, under any contract with or approved by the corporation owning or managing it, such railroad shall, with its real estate, right of way, material, equipment, rolling stock, and franchises, be subject to the payment of such claim; and said claim shall be a lien on said railroad, railroad property, and franchises, and such lien shall be asserted, perfected, and foreclosed in all respects in accordance with the provisions of Sections 4136, 4137, 4138, and 4139, except that the certificates of the lien and of its discharge shall be filed in the office of the secretary of state, who shall record them in a book kept for that purpose.—*General Statutes, 1902, Section 4140.*

1881.
Rev. 1888, § 3030

Sec. 70. Limitation of mechanic's lien. No mechanic's lien shall continue in force for a longer period than two years after such lien has been perfected, unless the party claiming such lien shall, within said period, commence an action to foreclose the same, and proceed therewith to final judgment; and every such lien after the expiration of two years without action commenced shall be discharged of record by the person claiming the same, upon the request of the owner of the property upon which

the lien had been claimed.—*General Statutes, 1902, Section 4148.*

Sec. 71. Lien on vessel for materials or services. ^{1874.} ^{Rev. 1888, §3041.}
Every vessel in the construction or repairs of which, or of any of whose appurtenances, any person shall have a claim for more than twenty dollars, for materials furnished or services rendered, shall be subject to lien for the amount of such claim; and such lien shall be on such vessel and its appurtenances, and shall take precedence of any other incumbrance (except a lien for mariners' wages), originating subsequent to the commencement of such services, or the furnishing of such materials, subject to apportionment as provided by Section 4163, and may be foreclosed like a mortgage of personal property.—*General Statutes, 1902, Section 4160.*

Sec. 4160. There is no maritime lien in favor of a shipbuilder, nor for materials or supplies furnished to a vessel in her home port, but a state can give a lien in such cases. 7 Wall, 645. The United States courts have power to allow such a lien to be enforced by admiralty process *in rem*, 4 Wheat, 438; 1 Black, 529. But the United States supreme court in 1858 refused to exercise this power for the future, and repealed their former rule authorizing such libels.

Sec. 72. Certificate to be left with town clerk, and copy with owner. ^{1874.} ^{Rev. 1888, §3042.} No such claim shall remain a lien on such vessel or its appurtenances more than ten days after the person performing such services, or furnishing such materials, has ceased so to do, unless he shall sign and lodge with the town clerk of the town where such vessel was so constructed or repaired, a certificate in writing describing the kind of vessel, the amount claimed as a lien thereon, the place in the town where the services or materials were furnished, the date of the commencement of the performance of services or furnishing of ma-

terials, the name of the vessel if known to him, and the name of the owner or owner's agent, if known to him; which certificate the town clerk shall record in a book kept by him for that purpose; nor unless such person shall also leave a copy of such certificate with the owner of said vessel or his agent, if either of them are known to him to have a residence in this state.—*General Statutes, 1902, Section 4161.*

1874,1876
Rev.1888,§3044

Sec. 73. Liens not to exceed contract price. Apportionment. No vessel or its appurtenances shall be subject to such liens for a greater amount in the whole than the price agreed to be paid for such vessel or its repairs; and when several liens shall be claimed by different persons to an amount in all exceeding such agreed price, the claimants other than the original contractor shall be first paid in full, if such amount be sufficient for that purpose, but if it be not sufficient, it shall be apportioned among the claimants other than the original contractor, in proportion to the amount of their respective claims and the court having jurisdiction thereof, on application of any person interested, may direct the manner in which such claims shall be paid.—*General Statutes, 1902, Section 4163.*

1874
Rev.1888,§1862
1889,ch.20
1897,ch.115
1897,ch.221,§1

Sec. 74. Legal holidays. Days designated. In each year, the first day of January, the twelfth day of February (known as Lincoln Day), the twenty-second day of February, the thirtieth day of May, the fourth day of July, the first Monday of September (known as Labor Day), and the twenty-fifth day of December, or, whenever any of said days shall fall upon Sunday, the Monday next following such day, and any day appointed or recommended by the governor of this state or the president of the United States as a day of thanksgiving, fasting,

or religious observance, shall be a legal holiday.—*General Statutes, 1902, Section 4364.*

Sec. 75. Appointment of factory inspector. The governor shall, with the consent of the senate, on or before the fifteenth day of May, A. D., 1903, and before the first day of May quadrennially thereafter, appoint a factory inspector, who shall hold office for four years and until his successor is appointed and qualified. The governor may remove the inspector for cause. Said factory inspector shall receive an annual salary of twenty-five hundred dollars and necessary expenses.—*General Statutes, 1902, Section 4514. As amended by Act of 1903, Chapter 97.*

Sec. 76. Duties of factory inspector. The inspector shall examine all elevators, whether in factories, mercantile establishments, storehouses, workhouses, dwellings or other buildings, and may order hoistways, hatchways, elevator wells, and well holes to be protected by trapdoors, self-closing hatches, safety catches, or other safeguards as will insure the safety of all persons therein. Due diligence shall be used to keep such trapdoors closed at all times, except when in actual use by an occupant of the building having the use and control of the same. All elevator cabs or cars, whether used for freight or passengers, shall be provided with some suitable mechanical device, if considered necessary by said inspector, whereby the cab or car will be securely held in the event of accident to the shipper rope or hoisting machinery, or from any similar cause, and said mechanical device shall at all times be kept in good working order.—*General Statutes, 1902, Section 4515. As amended by Act of 1903, Chapter 97.*

Sec. 77. Appointment of deputies. The inspector may from time to time appoint deputies to as-

sist him in the performance of his duties. Such deputies shall have the same power and authority as the inspector, subject to his approval. Each of said deputies shall receive a compensation of five dollars per day for actual services, and his necessary expenses incident to the performance of the duties of his office. The total amount expended under this section shall not exceed in any one year seven thousand dollars, which shall be paid upon proper vouchers by the deputies, signed by the inspector.—*Public Acts of 1903, Chapter 97.*

1887.
Rev. 1888, § 2264
1897, ch. 174, § 5

Sec. 78. To make report to governor. The inspector shall, as often as practicable, examine all buildings and places where machinery is used, and may enter such buildings and places at all proper times for the purposes of inspection. He shall, on or before the first of December in each year, make a report to the governor of the condition, as respects safety to life and health, of the factories, buildings, and places visited by him.—*General Statutes, 1902, Section 4515.*

1887.
Rev. 1888, § 2265
1899, ch. 119

Sec. 79. Sanitary condition of factories. All factories and buildings where machinery is used shall be well lighted, ventilated, and kept as clean as the nature of the business will permit. The belting, shafting, gearing, machinery, and drums, of all factories and buildings where machinery is used, when so placed as, in the opinion of the inspector, to be dangerous to the persons employed therein while engaged in their ordinary duties, shall, as far as practicable, be securely guarded. No machinery other than steam engines in a factory shall be cleaned while running after notice forbidding the same is given by the inspector to the owners or operators of the factory.—*General Statutes, 1902, Section 4516.*

Sec. 80. Use of stained glass windows forbidden. 1901, ch. 97, §1

Every person, firm, or corporation using stained, painted, or corrugated glass in factory windows, where the same is injurious to the eyes of the workmen therein, shall remove the same upon the order of the factory inspector.—*General Statutes, 1902, Section 4518.*

Sec. 81. Water-closets to be provided. Every ^{1887.} ~~Rev. 1888, §2267~~ person or corporation managing or operating any factory, or owning or controlling the use of any other building where more than five persons are employed, shall provide and keep in good sanitary condition suitable water-closet accommodations for the use of the persons employed.—*General Statutes, 1902, Section 4519.*

Sec. 82. Toilet rooms in foundries. The factory inspector shall have power and authority by order to that effect to require the proprietor of any foundry in this state in which ten or more men are employed, and situated in a locality where there is such system for the disposal of sewage as to make such order practicable, to provide for the use of such employees a toilet room of such suitable dimensions as such inspector may determine, containing wash-bowls or sinks connected with running water, with facilities for heating the same, such room to be directly connected with such foundry building, properly heated, ventilated, and protected from the dust of said foundry.

Any person, company, or corporation failing to comply with such order shall be fined not more than fifty dollars, in each prosecution for such neglect or refusal to obey such order.—*Public Acts of 1905, Chapter 140.*

Sec. 83. Notice of complaints by inspector. The ^{1887.} ~~Rev. 1888, §2268~~ inspector shall enforce the provisions of this chap-

ter by giving proper orders or notices to the persons or corporations owning, operating, or managing the factories or buildings inspected by him, and shall make complaint to the state's attorneys of all violations of this chapter.—*General Statutes, 1902, Section 4520.*

1893, ch. 204

Sec. 84. Order to remove excessive dust. Whenever the inspector, on complaint of any person, shall find it necessary, for the preservation of the health of the employees in any manufacturing establishment, factory, or mill in which is carried on the business of buffing, polishing, or grinding metals, or any operations in which an excessive amount of dust is generated, that such dust should be removed from the atmosphere of the rooms or apartments used for that purpose, he shall, in writing, direct the person, or corporation owning, occupying, or carrying on business in such premises, within three months from the date of said order, to introduce and operate such appliances or devices as may be necessary to remove, so far as the nature of the business will permit, such excessive dust or foreign matter; *provided*, that such appliances or devices do not restrict or interfere with the aforesaid business or operations.—*General Statutes, 1902, Section 4521.*

1887.
Rev. 1888, § 2269
1889, ch. 225
1895, ch. 206, § 1

Sec. 85. Penalty for violation of orders. Every owner, lessee, or occupant of a factory or building included within the provisions of this chapter, or owning or controlling the use of any room in such building, shall, for the violation of any provision of Sections 4516, 4517, 4518, 4519, or 4521, or for obstructing and hindering the inspector of factories or his deputies in carrying out the duties imposed on them by law, be fined not more than fifty dollars, but no prosecution shall be brought for any such violation until four weeks after notice has been giv-

en by the inspector to such owner, lessee, or occupant of any changes necessary to be made to comply with the provisions of said sections, and not then, if in the meantime, such changes have been made in accordance with such notification. Nothing herein shall limit the right of a person injured to bring an action to recover damages.—*General Statutes, 1902, Section 4522. As amended by Act of 1903, Chapter 53.*

Sec. 86. Notices of inspector. The orders and notices given by the inspector under this chapter shall be written or printed, signed by him officially, and may be served by himself or any proper officer or indifferent person, by leaving an attested copy thereof with or at the usual place of abode of the person upon whom service is to be made; and the notice, properly indorsed with the doings of the person or officer serving the same, shall be returned to the office of the town clerk of the town in which is located the factory, building, or business to which such notice appertains, where it shall be kept on file. Such notice, or copies thereof duly certified by the town clerk, shall be *prima facie* evidence that notice was given as therein appears. Notice to one member of a firm shall be notice to every member thereof, and notice to the president, secretary, or treasurer of a corporation shall be notice to such corporation. The fees for serving such orders and notices, unless served by the inspector, shall be the same as for the service of process in civil actions, and shall be included in the necessary expenses of the inspector.—*General Statutes, 1902, Section 4523.*

1887.
Rev. 1888, §2270.

Sec. 87. Appeal. Any person, firm, or corporation aggrieved by any order of the factory inspector may appeal to the superior court in the county where the person, firm, or corporation owns, leases,

1895, ch. 206, §2

or occupies the factory or building to which said order relates, within four weeks after notice of such order shall be given. Said appeal shall operate as a *supersedeas*, shall be made in writing, and shall contain a brief statement of the facts and reasons of appeal and a citation to the inspector to appear before said court, and said court or a judge thereof may direct the time of appearance and the manner of service. Said court may review the doings of the factory inspector, confirm, change, or set them aside, and make such orders in the premises, including orders as to costs, as it may find to be proper and equitable.—*General Statutes, 1902, Section 4524.*

1887.
Rev.1888,§2271

Sec. 88. Office of inspector. The comptroller shall provide suitable rooms in the capitol for the inspector, and furnish him blank forms for the notices and orders required by this chapter, and for annual reports. The inspector shall keep in books provided by the comptroller copies of all notices and orders given by him, and a record of all inspections and examinations made; and upon the expiration of his term of office shall file his books of record with the secretary of state.—*General Statutes, 1902, Section 4525.*

1899,ch.199,§1

Sec. 89. Examination of tenement houses. The inspector shall, as often as practicable, examine all buildings; apartments, rooms, and places in any tenement or dwelling house used for residential purposes and used in whole or in part by others than the immediate members of the family therein, for the manufacture of artificial flowers, purses, cigars, cigarettes, or any articles of wearing apparel intended for sale.—*General Statutes, 1902, Section 4527.*

1899,ch.199,§2

Sec. 90. Inspector to be notified of work carried on. The persons engaged in the manufacture of

such goods in such premises, within thirty days after beginning such manufacture, shall notify said inspector of the location of said workrooms, the nature of the work there carried on, and the number of persons therein employed.—*General Statutes, 1902, Section 4528.*

Sec. 91. Sanitary condition of workrooms. The person operating said workrooms shall keep the same at all times in a clean and sanitary condition, properly lighted, ventilated, and fit for the occupancy of the persons engaged in work therein. The inspector or any of his special agents shall notify the owner of such premises, and the person using the same for the purposes set forth in Section 4527 to provide ample means for lighting or ventilating such workrooms, and to put the same in a clean, sanitary, and fit condition for occupancy for said work; and if said notification be not complied with in thirty days after the service of such notice, said inspector or any of his special agents shall cause complaint to be made to the proper prosecuting authority.—*General Statutes, 1902, Section 4529.* 1899, ch. 199,
§§ 2, 4

Sec. 92. Penalty. Every person, firm, or corporation owning, using, or occupying any workroom for the purposes specified in Section 4527 shall, for the violation of any provision of Sections 4528 or 4529, be fined not more than five hundred dollars.—*General Statutes, 1902, Section 4530.* 1899, ch. 199, § 5

Sec. 93. Property rights of persons married since April 20, 1877. In case of marriages on or after the twentieth of April, 1877, neither husband or wife shall acquire, by force of the marriage, any right to or interest in any property held by the other before, or acquired after, such marriage, except as to the 1887.
Rev. 1888, § 2796

share of the survivor in the property, as provided by law. The separate earnings of the wife shall be her sole property. She shall have power to make contracts with third persons, and to convey to them her real and personal estate, as if unmarried. Her property shall be liable to be taken for her debts, except when exempt from execution, but in no case shall be liable to be taken for the debts of the husband. The husband shall not be liable for her debts contracted before marriage, nor upon her contracts made after marriage, except as provided in Section 4546.—*General Statutes, 1902, Section 4545.*

1877.
Rev. 1888, § 2797

Sec. 94. Liability for purchases. All purchases made by either husband or wife in his or her own name, in case of marriages on or after the twentieth of April, 1877, shall be presumed, in the absence of notice to the contrary, to be on his or her private account and liability; but both shall be liable for the reasonable and necessary services of a physician, rendered the husband, wife, or their minor child while residing in the family of its parents and for the rental of any tenement or premises actually occupied by such husband and wife as a residence and reasonably necessary to them for such purpose, and both shall also be liable when any article purchased by either shall have in fact gone to the support of the family, or for the joint benefit of both, or for the reasonable apparel of the wife, or for her reasonable support, while abandoned by her husband. It shall, however, be the duty of the husband to support his family, and his property when found shall be first applied to satisfy any such joint liability; and the wife shall in equity be entitled to an indemnity from the property of the husband, for any property of her own that shall have been taken, or for any money that she shall have been compelled

to pay, for the satisfaction of any such claim.—*General Statutes, 1902, Section 4546. As amended by Act of 1903, Chapter 9.*

Sec. 95. Management of bureau. There shall be a bureau of labor statistics, under the management of the commissioner.—*General Statutes, 1902, Section 4601.* 1873.1885
Rev.1888,§2944

Sec. 96. Appointment of Commissioner. The governor shall, with the consent of the senate on or before the first of May, 1903, and every four years thereafter, appoint a commissioner of said bureau who shall hold office for four years, and until his successor is appointed and qualified. The governor may remove the commissioner for cause.—*General Statutes, 1902, Section 4602.* 1873.1885
Rev.1888,§2945
1897.ch.18

Sec. 97. Rooms, clerk and compensation. The comptroller shall provide suitable rooms in the capitol for said bureau. The commissioner may appoint and remove at pleasure one clerk.—*General Statutes, 1902, Section 4603.* 1885.
Rev.1888,§2946

Sec. 98. Duties of commissioner. The commissioner shall collect information upon the subject of labor, its relation to capital, the hours of labor, the earnings of laboring men and women, and the means of promoting their material, social, intellectual, and moral prosperity; but for this purpose persons shall not be required to leave the vicinity of their residences or places of business.—*General Statutes, 1902, Section 4604.* 1873.1885
Rev.1888,§2947

Sec. 99. Report. The commissioner shall annually report to the governor all the statistical details relating to his department.—*General Statutes, 1902, Section 4605.* 1873.1885
Rev.1888,§2948

1886.
Rev. 1888, §2949

Sec. 100. Employment of special agents. The commissioner may employ special agents to assist him in his investigations, who shall receive compensation for the time actually employed in such service.—*General Statutes, 1902, Section 4606.*

1895, ch. 295

Sec. 101. Protection of alien laborers; penalty. The commissioner may appoint competent persons, familiar with the language of alien laborers, as special agents of the bureau, who shall inform said laborers, either personally or through printed matter in their language, as to their right of contract under the laws of the state, and prevent illegal advantage being taken of said laborers by reason of their ignorance, credulity, or want of knowledge of the English language. The appointment of such agents shall not be permanent, but simply to meet the exigencies of each case as presented to the commissioner, and they shall be paid the same compensation as is paid other agents of the bureau, the total expense in any one year not to exceed three hundred dollars. Every person who shall obtain or receive money due laborers ignorant of the English language, and shall retain any part thereof for his own use, without giving adequate consideration therefor, shall be fined not more than one hundred dollars, or imprisoned not more than one year, or both.—*General Statutes, 1902, Section 4607.*

1901, ch. 100, §1

Sec. 102. State employment bureaus; salaries. The public employment bureaus in New Haven, Hartford, Bridgeport, Norwich, and Waterbury shall remain as established. No compensation or fee shall be charged or received, directly or indirectly, from persons applying for employment or help through any such bureau. The commissioner of the bureau of labor statistics shall appoint for each bureau, and may remove for good and suffi-

cient cause, a superintendent for the proper administration of its affairs. The commissioner of the bureau of labor statistics may establish and conduct branch public employment bureaus under the direction and control of the five established bureaus. Such branches may be established and conducted in any city within the state and shall be managed by the nearest bureau provided, that in no case shall such a branch be established unless it can be conducted by the bureau taking charge thereof upon the appropriation made for such bureau.—*General Statutes, 1902, Section 4608. As amended by Act of 1903, Chapter 33.*

Sec. 103. Certain terms defined. The term “per- 1901, ch. 100, § 2
son” in this chapter shall include persons, company, society, association, or corporation, and the term “employment agency” shall include the business of keeping an intelligence office, employment bureau, or other agency for procuring work or employment for persons seeking employment, or for acting as agent for procuring such work or employment where a fee or other valuable thing is exacted, charged, or received for registration, or for procuring or assisting to procure employment, work, or a situation of any kind, or for procuring or providing help for any person.—*General Statutes, 1902, Section 4609.*

Sec. 104. Licenses. No person shall open, keep, or carry on any such employment agency unless he shall procure a license from said commissioner authorizing the licensee to open, keep, or carry on such agency at a designated place, which license shall be issued by the commissioner on payment of a fee of ten dollars for the first year and five dollars for each succeeding year, which money shall be paid by him to the treasurer of the state. Every license 1901, ch. 100, § 13, 9

shall contain a designation of the city, street, and number of the house, in which the person licensed shall carry on the said employment agency, and the number and date of such license. No person shall conduct an employment agency, or act as agent for procuring employment, in any building where liquor is sold.—*General Statutes, 1902, Section 4610.*

The provisions of Chapter 259 of the general statutes shall not apply to any person supplying positions in connection with educational institutions, provided such person is not engaged in supplying positions for other employees.—*Public Acts of 1905, Chapter 148.*

1901, ch. 100, §4

Sec. 105. Bond. Every person shall file with his application for a license a bond to the state in the sum of five hundred dollars, with surety approved by the commissioner, conditioned that the obligor shall not violate any provision of this chapter. The commissioner may cause an action to be brought on said bond in the name of the state for any violation of its conditions; and he may revoke any license whenever, in his judgment, the person licensed shall violate any provision of this chapter.—*General Statutes, 1902, Section 4611.*

1901, ch. 100, §5

Sec. 106. Registers. Every person so licensed shall keep a register in which shall be entered, in the English language, the name and address of every applicant, and of every person who shall make application for help or servants, and the nature of the employment for which such help shall be wanted. Such registers shall at all reasonable hours be open to the examination of the commissioner and his agents.—*General Statutes, 1902, Section 4612.*

1901, ch. 100, §6

Sec. 107. Money to be returned for receipts. Every such licensed person shall give to each ap-

plicant for employment from whom a fee or other valuable thing shall be received for procuring such employment, which fee or valuable thing shall in no case exceed the value of ten per centum of the first month's wages, a receipt in which shall be stated the name of the applicant, the amount of the fee or other valuable thing, the date, the name or nature of the employment or situation to be procured, and a separate receipt in which shall be stated the name and address of the person or persons to whom the applicant shall be referred or sent for employment or work. In case the applicant shall not obtain or accept a situation or employment through the agency of such licensed person within one month after registration as aforesaid, said licensed person shall forthwith return to said applicant upon demand the full amount of the fee or valuable thing paid or delivered by said applicant to said licensed person, provided that such demand be made within thirty days after the expiration of the period aforesaid. In case the applicant shall accept the situation with the person to whom said applicant has been referred, said applicant shall forfeit the whole amount of the fee or valuable thing paid aforesaid. Every such receipt shall have printed on its back, in the English language, a copy of this section, and every licensed person shall cause a plain and legibly printed copy of this chapter to be posted in a conspicuous place in such agency or place of business. No person shall display on any sign, window, or in any publication, the name the Connecticut free public employment bureau or a name similar thereto.—*General Statutes, 1902, Section 4613. As amended by Act of 1905, Chapter 271.*

Sec. 108. Penalties. No such licensed person 1901, ch. 100, §§ 7, 8, shall send or cause to be sent any female help or servants to a place of bad repute, house of ill-fame.

or assignation house, or to a house or place of amusement kept for immoral purposes. No such licensed person shall publish or cause to be published any false or fraudulent notice or advertisement, or give any false information, or make any false promise relating to work or employment to any one who shall register for employment; and no such licensed person shall make false entries in the register kept by him. Every person violating any provision of this chapter shall be fined not more than one hundred dollars.—*General Statutes, 1902, Section 4614.*

Sec. 109. Register; examining board; officers; compensation; reports. No person who was not actually engaged in the occupation of barber on June 11th, 1901, shall follow such occupation in this state unless he shall have first obtained a certificate of registration as provided in Section 4672. The governor shall appoint on or before the first day of July, 1903, and biennially thereafter, a board of three examiners who shall have been citizens of this state for at least three years prior to their appointment and been engaged in the occupation of barber at least five years prior to their appointment and who shall hold their offices for two years from the first day of July in the year of their appointment and until their successors shall have been appointed and qualified. Each member of said board, before entering upon the duties of his office, shall give a bond to the state in the sum of one thousand dollars, and shall take the oath provided by law for public officers. Said board shall elect a president, secretary and treasurer, shall have a common seal, and its members may administer oaths. The treasurer shall give an additional bond to the state of two thousand dollars. The offices of secretary and treasurer may be filled by the same person. Said board shall report annually to the governor a full

statement of its receipts and disbursements during the preceding year, and a full statement of its doings and proceedings, and make such recommendations as it may think proper. Any moneys in excess of five hundred dollars, held by the treasurer of said board at the time of making such report, shall be paid over to the state treasurer to be kept by him for the future use of the board and to be disbursed by him upon warrants signed by the president and treasurer of said board.—*General Statutes, 1902, Section 4671.*

Sec. 110. Board of examiners shall make rules.

The board of examiners appointed under Section 4671 of the general statutes shall have the power to adopt such rules and regulations as they may deem necessary to procure the proper sterilizing of tools and implements used by barbers in the practice of their occupation in this state, and for any other purpose that they may deem necessary to improve the sanitary condition of barber shops and their surroundings. Said rules shall be submitted to the state board of health and, upon being approved by said board, shall be in full force and effect. A printed copy of every such rule shall be mailed to every licensed barber in this state.

The members of the examining board shall have full power to enter in business hours and inspect all barber shops in the state regarding their sanitary and cleanly condition. If said examining board shall find a shop that is unsanitary, they shall report the name of the proprietor and the street and number of the place of business to the town, city, or borough health officer of the place in which it is located, who shall at once order the shop put in a sanitary condition or closed.

All licenses to barbers that have been issued by the board of examiners in this state shall expire

on the first day of October, 1903, and each year thereafter. No person shall carry on the occupation of a barber in this state after October 1, 1903, until he shall have made application to the board of examiners for the renewal of the license which he holds. Said application for the renewal of a barber's license shall be in writing, addressed to the board of examiners, and signed by the party applying for such renewal. The board of examiners may renew any barber's license if application for such renewal be received by said board within two years after the expiration of such license.

Said board of examiners shall, on the first day of October, 1903, and annually thereafter, issue to every licensed barber in this state, presenting an application for renewal of his license bearing the date of his insignia card and accompanied by a renewal fee of one dollar, a receipt stating the fact of such payment, which receipt shall be a license to follow said occupation for one year from the date of its issue.

Any licensed barber who shall practice the occupation of a barber in this state after the expiration of his license, without renewing the same, or who shall fail to comply with an order, regulation, or rule that may be adopted by the board of examiners and approved by the state board of health, shall forfeit his right to a license and be compelled to pay a fine of not more than fifty dollars for said violation. —*Public Act of 1903, Chapter 130, as amended by Public Act of 1905, Chapter 189.*

Sec. 111. Examinations. Apprentices and students not affected. Said board shall hold four public examinations, in four different cities in this state in each year, at such times and places as it may determine, notice of each meeting to be given by advertisement at least ten days before such meeting

in a daily newspaper in Hartford and likewise in the county where such meeting is to be held. Any person desiring to obtain a certificate of registration shall make application to said board therefor, shall pay to the treasurer of said board an examination fee of five dollars, and shall present himself at the next regular meeting of the board for the examination of applicants. Thereupon said board shall examine such person, and, being satisfied that he is above the age of nineteen years, of good moral character, free from contagious diseases, has studied the trade for three years as an apprentice under a qualified and practicing barber or in a properly appointed and conducted barber school under the instruction of a competent barber, or has practiced the trade for at least three years in this or other states, has the requisite skill in said trade to perform all the duties thereof, including the preparation of the tools, shaving, hair cutting, and all services incident thereto, and has sufficient knowledge concerning the common diseases of the face and skin to avoid the aggravation and spreading of such diseases in the practice of said trade in this state, shall thereupon issue to such person a certificate entitling him to practice the occupation of a barber in this state. Nothing in this chapter shall prohibit any person from serving as an apprentice in said trade under a barber authorized to practice said trade under this chapter, nor from serving as a student in any school for the teaching of such trade under the instruction of a qualified barber.—*General Statutes, 1902, Section 4672.*

Sec. 112. Certificates exhibited; register; revocation; definition; penalty. Said board shall furnish to each person to whom a certificate of registration is issued a card bearing the seal of the board and the signature of its president and secretary, certi-

ying that the holder thereof is entitled to practice the occupation of barber in this state, and the holder of such card shall post the same in a conspicuous place in front of his working chair, where it may readily be seen by all persons whom he may serve. Said board shall keep a register in which shall be entered the names of all persons to whom certificates are issued under this chapter, and said register shall be at all times open to public inspection. Said board may revoke any certificate of registration granted by it under this chapter, for gross incompetency, or for having or imparting any contagious or infectious disease in said trade; provided, that before any certificate shall be so revoked the holder thereof shall have notice in writing of the charge against him, and shall, at a day specified in said notice, at least five days after the service thereof, be given a public hearing and full opportunity to produce testimony in his behalf and to confront the witnesses against him.

Any person whose certificate has been so revoked, may, after the expiration of ninety days, apply to have the same regranted, and the same shall be regranted to him upon a satisfactory showing that the disqualification has ceased. To shave and trim the beard or cut the hair of any person for hire or reward shall be construed as practicing the occupation of barber within the meaning of this chapter. Every person practicing the occupation of barber without having obtained a certificate of registration as provided by this chapter, or wilfully employing a barber who has not such a certificate, or falsely pretending to be qualified to practice such occupation under this chapter, or violating any of the provisions of this chapter, shall be fined not more than one hundred dollars.—*General Statutes, 1902, Section 4673.*

Sec. 113. Regulating the practice of professional nursing of the sick. From and after July 1, 1905, there shall be a board of examination and registration of nurses, composed of five members, appointed by the governor, and all vacancies in said board shall be filled by the governor in like manner. The members of said board shall be residents of the state of Connecticut and shall be practical nurses, each of whom shall be a graduate of a training school for nurses which gives a two years' course in a general hospital, and shall have had at least eight years' experience in professional nursing of the sick. Each member shall be appointed for a term of three years from the date when the appointment shall take effect, except those first appointed, who shall serve as follows: one for one year, two for two years, and two for three years from the date their appointments take effect respectively, and except a person appointed to fill a vacancy, who shall be appointed for the unexpired term.

Said board shall, at the first meeting thereof, and at the annual meeting which shall be held on the first Wednesday in June, 1906, and on the first Wednesday in June in each year thereafter, elect from its own number a president and a secretary who shall also be treasurer. Said board may adopt a seal, and may adopt such by-laws, rules, and regulations for the transaction of the business of the board and the government and management of its affairs, not inconsistent with the laws of this state and of the United States, as it may deem expedient. Three members of said board shall constitute a quorum, and special meetings shall be called upon request of any two members. On request of said board the comptroller shall provide a suitable room in the capitol for its meetings.

The members of said board shall receive their actual necessary expenses incurred in the discharge

of their duties and the secretary shall receive a salary to be fixed by the board, not to exceed one hundred dollars per year. Said expenses and said salary shall be paid out of the receipts of said board as hereinafter specified.

At a meeting of said board to be held within sixty days after the appointment of the members thereof and at the annual meeting in each year thereafter and at such special meetings as said board may deem necessary to hold for that purpose, notice of each of which meetings shall be given by publication in such newspapers as the board may determine at least one month previous to such meetings, said board shall examine all applicants for registration under the provisions of this act to determine their qualifications for the efficient nursing of the sick. Any person twenty-one years of age or over and of good moral character who shall show to the satisfaction of the board that he or she is a graduate of a training school for nurses which gives a two years' course in a public or private hospital where medical, surgical, and obstetrical cases are received and treated, or has had such experience as said board shall find to be equivalent thereto, shall be eligible for such examination upon payment of a fee of five dollars, to be deposited upon the filing of the application for examination. Said examination shall include the subjects of elementary anatomy and physiology, medical, surgical, and obstetrical nursing, dietetics, and home sanitation. If such applicant shall pass said examination to the satisfaction of the board, said board shall issue a certificate of registration to said applicant.

Any person twenty-one years of age or over and of good moral character, applying for registration within two years from the passage of this act, and who shall, by affidavit or otherwise, show to the satisfaction of the board that he or she is a grad-

uate of a training school for nurses which gives a two years' course in a public or private hospital where medical, surgical, and obstetrical cases are received and treated, or that he or she was, at the passage of this act, a student in such training school for nurses and afterwards was graduated therefrom, or has had such other experience as said board shall find to be equivalent thereto, shall be eligible for registration without examination, upon payment of a fee of five dollars.

Said board may cancel the registration of any person who has been convicted of any felony, or of any crime or misdemeanor in the practice of the profession of nursing.

It shall be unlawful, after two years from the passage of this act, for any person to practice professional nursing in this state as a registered nurse without having a certificate of registration. A nurse who has received such certificate shall be styled and known as a "Registered Nurse," and no other person shall assume such title or use the abbreviation "R. N." or any other words, letters, or figures to indicate that the person using the same is such a registered nurse. Every person who shall violate any provision of this act, or who shall willfully make false representation to said board in applying for a certificate of registration, shall be fined not more than one hundred dollars; *provided*, that nothing in this act shall be held to apply to the acts of any person nursing the sick who does not represent himself or herself to be a registered nurse. The board shall cause to be presented to the proper prosecuting officer evidence of any violation of the provisions of this act and may incur any necessary expenses in the performance of this duty, said expenses to be paid out of the receipts of said board.

All fees collected by said board under the provisions of this act shall be paid to the secretary of

the board, and said secretary shall pay from the moneys so received, upon approval of the president. the salary of said secretary and the necessary expenses of the members as provided in section three of this act, also for books, stationery, and other necessary expenses of the board; provided, that said board shall create or incur no expense exceeding the sum received from time to time as fees under the provisions of this act. The secretary shall, before taking office, give to the state a bond, with surety, conditioned for the faithful performance of the duties of said office, in the penal sum of not less than five hundred dollars; and shall also keep an account of all moneys received and expended as aforesaid and shall render a detailed statement thereof to the comptroller on or before July first in each year.—*Public Acts of 1905, Chapter 120.*

1821.
Rev.1888,§1738

Sec. 114. Indenture of minors by parents. Parents and guardians of minors, may indenture them apprentices, to learn some trade or profession, males till twenty-one, and females till eighteen years of age, or to the time of their marriage within that age, *provided* such minors assent to and subscribe the indenture.—*General Statutes, 1902, Section 4684.*

Sec. 4684. An apprenticeship cannot exist without a writing, signed by the father or guardian with the expressed consent of the minor. 18 C. 341.

1821.
Rev.1882,§1739

Sec. 115. Minors may indenture themselves. Minors of the age of fourteen years, having no parent or guardian within this state, may indenture themselves apprentices, with the approbation of the selectmen of the town.—*General Statutes, 1902, Section 4685.*

1650,1821,1838
Rev.1888,§1740

Sec. 116. Selectmen may indenture apprentices. If any person, who has had relief from any town,

shall suffer his children to misspend their time, and shall neglect to employ them in some honest calling, or if any person does not provide competently for his children, whereby they are exposed to want, or if any poor children in any town live idly or exposed to want and there are none to take care of them, the selectmen of such town, with the assent of a justice of the peace, may indenture such children to be apprentices to some proper trade for said term; and may indenture them in like manner, to any society, incorporated for the purpose of educating and relieving orphans or destitute children, located in this state, and may contract with such society, to defray wholly or in part the expenses of such child while in the institution to an amount not exceeding one dollar and fifty cents a week; such society shall have the same authority with regard to such children as over those surrendered to them by their parents.—*General Statutes, 1902, Section 4686.*

Sec. 117. Punishment for disobedient apprentices. If any indentured apprentice shall neglect to serve, according to the terms of the indenture, or shall disobey the lawful commands of his master, or waste his property, or be guilty of any wilful neglect of duty, the master may complain to any two justices of the peace in the town where he lives, who may issue a warrant and cause such apprentice to be brought before them, and inquire into the truth of the matters complained of; and if they find such apprentice guilty, may commit him to the workhouse for not more than thirty days; but such justices may order such apprentice, on reformation, to be released from the workhouse, or may cancel the indenture.—*General Statutes, 1902, Section 4687.*

1672.
Rev. 1888, §1741

Sec. 4687. Under the early form of the statute proceedings were criminal in character. 11 C. 200. Proceedings civil in character under the present statute. 49 C. 218.

1650,1784
Rev.1888,§1742

Sec. 118. Runaway apprentice. When an indentured apprentice shall leave the service of his master any justice of the peace, on complaint of the master, may issue his warrant to any proper officer to pursue such apprentice, and bring him back, at the expense of the master.—*General Statutes, 1902, Section 4688.*

1672,1851,1868
1875
Rev.1888,§1743
1893,ch.92

Sec. 119. Release of apprentices from service. Parents, guardians, selectmen, trustees of the Connecticut school for boys, and directors of the Connecticut industrial school for girls, shall inquire into the treatment of apprentices indentured by them respectively; and if they find that the master has failed to perform his part of the indenture they may cancel the indenture.—*General Statutes, 1902, Section 4689.*

1813.
Rev.1888,§1744

Sec. 120. Absconding apprentice liable for damages. If any indentured apprentice shall abscond from the service of his master, such apprentice, when of age, shall be responsible for all the damages thereby occasioned.—*General Statutes, 1902, Section 4690.*

1867,1887
Rev.1888,§1745
1901,ch.110

Sec. 121. Employment of minors and women. No minor under sixteen years of age, and no woman, shall be employed in laboring in any manufacturing, mechanical, or mercantile establishment more than ten hours in any day, except when it is necessary to make repairs to prevent the interruption of the ordinary running of the machinery, or where a different apportionment of the hours of labor is made for the sole purpose of making a short-day's work for one day of the week. Every employer shall post in a conspicuous place in every room where such persons are employed a notice stating the number of hours of work required of

them on each day of the week, and the employment of any such person for a longer time in any day than so stated shall be a violation of this section, unless it appears that such employment is to make up for time lost on some previous day of the same week in consequence of the stopping of machinery upon which such person was employed or dependent for employment; but in no case shall the hours of labor exceed sixty in a week. Every person who wilfully employs, or has in his employment, or under his charge, any person in violation of this section, and every parent or guardian who permits any such minor to be so employed, shall be fined not more than twenty dollars for each offense. A certificate of the age of a minor, made as provided in Section 4705, shall be conclusive evidence of his age upon the trial of any person other than the parent or guardian for violation of any provision of this section.—*General Statutes, 1902, Section 4691.*

Sec. 122. Legal day's work. Eight hours of labor, performed in any one day, by any one person, shall be a lawful day's work, unless otherwise agreed.—*General Statutes, 1902, Section 4692.* 1867.
Rev. 1888, §1746

Sec. 4692. Statute is superseded by agreement express or implied. Excess above eight hours, in absence of agreement, not recoverable for. 37 C, 221.

Sec. 123. Employees in paper factory to be vaccinated. Whoever shall employ in the manufacture of paper any person who shall not have had the smallpox, or been vaccinated, shall pay to any town all expenses caused it by the sickness of such person with smallpox, contracted while so employed.—*General Statutes, 1902, Section 4693.* 1869.
Rev. 1888, §1747

Sec. 124. Withholding wages. Any person or corporation that shall withhold any part of the 1886.
Rev. 1888, §1748

wages of any person, because of any agreement expressed or implied requiring notice before leaving the employment, shall forfeit fifty dollars, half to him who shall sue therefor, and half to the state.—*General Statutes, 1902, Section 4694.*

Sec. 4694. Statute does not apply when it is agreed that reciprocal notice shall be given. 58 C, 104.

1887.
Rev.1888,§1759

Sec. 125. Weekly payments. Every corporation employing labor shall pay to its employees such compensation or wages as may be agreed upon, once a week; and such payment shall include all wages earned and unpaid up to the eighth day preceding the day of payment, and no deduction from said wages shall be made on account of such weekly payment.—*General Statutes, 1902, Section 4695.*

1887.
Rev.1888,§1759

Sec. 126. Exemption from weekly payments. Every corporation which shall pay weekly to such of its employees as shall call at the usual place of payment for the same, eighty per cent. of their estimated wages, earned and unpaid before the eighth day preceding the day of payment, making no discount on account of such weekly payment, and shall pay in full once each month, and shall give notice of the same in its printed rules and regulations, shall be exempt from the provisions of Section 4695.—*General Statutes, 1902, Section 4696.*

1887.
Rev.1888,§1751

Sec. 127. Penalty. Every officer of a corporation violating any provisions of Section 4695 shall be fined fifty dollars.—*General Statutes, 1902, Section 4697.*

1901,ch.68,
§§1,2.

Sec. 128. Superintendent not to receive pay for procuring employment. No contractor, foreman, superintendent, or supervisor of labor shall, while giving or contracting to furnish employment to any

person, exact or receive any pay, or fee, directly or indirectly from such person for so furnishing employment. Every person violating any provision of this section shall be fined not more than fifty dollars or imprisoned not more than sixty days, or both.—*General Statutes, 1902, Section 4698.*

Sec. 129. Inspection of lodging houses. Every agent of a firm or corporation and every other person who shall maintain or have charge of any structure used as a boarding house or place of abode for laborers employed by such person, firm, or corporation shall within seventy-two hours after such structure has been occupied for such purpose or purposes notify the health officer of the town, city, or borough, in which such structure is located. Such health officer within five days thereafter shall inspect such premises and may forbid the use of the same altogether, or make such other orders as he may deem necessary to protect the health of the inmates. Every person violating any provision of this section or failing to comply with any order of a health officer made pursuant to this section shall be fined not more than one hundred dollars.—*General Statutes, 1902, Section 4699.*

1901.ch.68,
§§3.4

Sec. 130. Laborers not to be overcharged. Every agent of a corporation, or other person employing laborers, who shall charge or exact for articles or merchandise sold to such laborers a greater sum than is a reasonable price therefor in the town or city where such sales are made shall be fined not more than twenty-five dollars for such sale of each separate article.—*General Statutes, 1902, Section 4700.*

1901.ch.68,§5

Sec. 131. Wages not to be scaled. No employer of labor, or any person acting for him, shall make

1886.
Rev.1888,§1752

a discount or deduction from the wages of any person employed by him, when the wages of the employee or any part thereof are paid at an earlier time than that at which such wages would regularly have been paid. Every person violating this section shall be fined not more than one hundred dollars.—*General Statutes, 1902, Section 4701.*

1901.ch.153

Sec. 132. Master's duty to servant. It shall be the duty of the master to exercise reasonable care to provide for his servant a reasonably safe place in which to work, reasonably safe appliances and instrumentalities for his work, and fit and competent persons as his collaborators; to exercise reasonable care in the appointment or designation of a vice-principal, and to appoint as such vice-principal a fit and competent person. The default of a vice-principal in the performance of any duty imposed by law on the master shall be the default of the master.—*General Statutes, 1902, Section 4702.*

1893.ch.77

Sec. 133. Seats to be provided for female employees. Every person, partnership, or corporation, employing females in any mercantile, mechanical, or manufacturing establishment shall furnish and provide suitable seats for the use of all females so employed, and shall permit the use of such seats by said females when they are not necessarily engaged in the active duties for which they are employed. Every person, partnership, or corporation violating any provision of this section shall be fined not more than fifty dollars.—*General Statutes, 1902, Section 4703.*

1886.
Rev.1888,§1753
1895.ch.118,§1

Sec. 134. Employment of children under fourteen. No child under fourteen years of age shall be employed in any mechanical, mercantile or man-

ufacturing establishment.—*General Statutes, 1902, Section 4704.*

Sec. 135. Certificate of age of child. Every person or corporation employing a child under sixteen years of age in any mechanical, mercantile, or manufacturing establishment shall obtain a certificate showing that the child is over fourteen years of age. Such certificate shall be signed by the registrar of births, marriages, and deaths or by the town clerk of the town where the child was born, or by a teacher of the school which the child last attended, or by the person having custody of the register of said school. If a child was not born in the United States, the state board of education may investigate and, if it appears that said child is over fourteen years of age, may grant a certificate accordingly, and this certificate may be accepted as evidence of age. The parent or guardian of any child shall state, under oath, to the secretary or agent of the state board of education, the date of birth of the child, and shall present any family record, passport, or other documentary evidence which said board may require, showing the age of the child. The said secretary or agents may administer the oath required by this section. Every employer or other person having control of any establishment or premises where children under sixteen years of age are employed, who shall neglect to have and keep on file the certificates described in this section, or to show the same, with a list of the names of such children so employed, to the secretary or an agent of the state board of education, or to an agent of the board of school visitors, town school committee, or board of education, as the case may be, of the town in which the establishment or premises are located, when demanded during the usual business hours, shall be fined not more than one hundred dollars.

1886.
Rev. 1888, §1754
1895, ch. 118
1901, ch. 110,
§§1, 2, 3.

The fee for recording the birth of a child shall be fifteen cents, to be paid by the parent or guardian of the child. For a certificate of the record the fee shall be fifteen cents.

If a child who has not attended school in this state was born in the United States, but no record of the date of birth can be obtained, or if the record of the date of birth of a child on a school register in one year is inconsistent with the record in another year, or if a child has not attended school in this state at least one term of twelve weeks, the state board of education may investigate, and, if it appears that the child is over fourteen years of age, may grant a certificate accordingly, and this certificate may be accepted as evidence of age in lieu of the certificate prescribed in Section 4705 of the general statutes. When the parent or guardian applies for a certificate under the provisions of this section, he shall state under oath to the secretary or to an agent of the state board of education the date and place of birth, and shall exhibit upon request any family records or other papers showing the age of the child.—*General Statutes, 1902, Section 4705. As amended by Act of 1903, Chapter 75, and by Act of 1905, Chapter 115.*

Sec. 136. Penalty. Every person acting for himself, or as agent of a mechanical, mercantile, or manufacturing establishment, who shall employ, authorize, or permit to be employed in such establishment any child, in violation of any provision of Section 4704 or 4705, shall be fined not more than sixty dollars, and every week of such illegal employment shall be a distinct offense; provided, that no person shall be punished under this section for the employment of any child, when at the time of such employment the employer shall obtain, and thereafter during such employment keep on file, the cer-

tificate provided for in Section 4705.—*General Statutes, 1902, Section 4706.*

Sec. 137. Enforcement of three preceding sections. It shall be the duty of the state board of education, and the school visitors, boards of education, and town school committees to enforce Sections 4704, 4705 and 4706; and for that purpose the state board of education may appoint agents under its supervision and control, for terms of not more than one year, who shall be paid not to exceed five dollars a day for time actually employed and necessary expenses, and whose accounts shall be approved by said board and audited by the comptroller. The agents so appointed may be directed by said board to enforce the provisions of the law requiring the attendance of children at school and to perform any duties necessary or proper for the due execution of the duties and powers of the board.—*General Statutes, 1902, Section 4707.*

Sec. 138. Appointment of board of arbitration. 1895, ch. 239, § 2. During each biennial session of the general assembly the governor shall, with the advice and consent of the senate, appoint a state board of mediation and arbitration, to consist of three persons, each of whom shall hold his office for two years. One of said persons shall be selected from the party which at the last general election cast the greatest number of votes for governor, one from the party which at the last general election cast the next greatest number of votes for governor, and the other from a *bona fide* labor organization of this state. Said board shall select one of its number to act as clerk or secretary, who shall keep a record of the proceedings of the board, and also keep all documents and testimony submitted to said board; he

shall have power to call for and examine the books, papers, and documents of the parties to all cases before said board. Said arbitrators shall be sworn before entering upon the discharge of their duties.—*General Statutes, 1902, Section 4708.*

1895, ch. 239, §2

Sec. 139. Duties of board of arbitration. Whenever a grievance or dispute shall arise between an employer and his employees, the parties may submit the same directly to the state board of mediation and arbitration, and notify said board, or its clerk, in writing. Whenever such notification is given, said board shall proceed, with as little delay as possible, to the locality of such grievance or dispute, and inquire into the causes thereof. The parties shall thereupon submit to said board, in writing, succinctly, clearly, and in detail, their grievances and complaints and the causes thereof, and severally promise and agree to continue in business, or at work, without a strike or lockout until the decision of said board is rendered; *provided*, it shall be rendered within ten days after the completion of the investigation. The board shall fully investigate and inquire into the matters in controversy, take testimony under oath in relation thereto, and may by its chairman or clerk administer oaths and issue *subpoenas* for the attendance of witnesses and for the production of books and papers.—*General Statutes, 1902, Section 4709.*

1895, ch. 239

Sec. 140. Decision to be in writing. After a matter has been fully heard, the board, by a majority of its members, shall within ten days render a decision thereon in writing, signed by a majority of the members of the board, stating such details as will clearly show the nature of the decision and the points disposed of by said board. One copy of the decision shall be filed by the board in the office of

the town clerk in the town where the controversy arose, and one copy shall be given to each of the parties to the controversy.—*General Statutes, 1902, Section 4710.*

Sec. 141. Duty of board in case of a strike. 1895, ch. 239
Whenever a strike or lockout shall occur, or is seriously threatened, and it shall come to the knowledge of the board, it shall proceed, as soon as practicable, to the locality of such strike or lockout, put itself in communication with the parties to the controversy, and endeavor by mediation to effect a settlement of such strike or lockout; and may inquire into the causes of the controversy, and may *subpoena* witnesses and send for persons and papers.—*General Statutes, 1902, Section 4711.*

Sec. 142. Reports. Said board shall, on or before the first of December in each year, make a report to the governor, and shall include therein such statements, facts, and explanations as will disclose the actual working of the board, and such suggestions as to legislation as may seem to it conducive to harmony in the relations between employers and employed.—*General Statutes, 1902, Section 4712.* 1895, ch. 239

Sec. 143. Definition of term employer. The term employer shall include a firm, company, and corporation.—*General Statutes, 1902, Section 4713.* 1895, ch. 239

Sec. 144. Imitation of trades union label. When- 1893, ch. 162, §1
ever any person, association, or union of workmen has adopted for his or its protection any label, trade-mark, or form of advertisement, announcing that goods to which such label, trade-mark or form of advertisement shall be attached were manufactured by such person or by a member or members of such association or union, it shall be unlawful for

any person or corporation to counterfeit or imitate such label, trade-mark, or form of advertisement. Every person violating any provision of this section shall be fined not less than one hundred nor more than two hundred dollars, or imprisoned not less than three months nor more than one year, or both.—*General Statutes, 1902, Section 4907.*

1893, ch. 162, § 2

Sec. 145. Use of imitation. Every person who shall use any counterfeit or imitation of any label, trade-mark, or form of advertisement of any such person, union, or association, knowing the same to be counterfeit or an imitation, shall be fined not less than one hundred nor more than two hundred dollars, or imprisoned not less than three months nor more than one year, or both.—*General Statutes, 1902, Section 4908.*

1893, ch. 162, § 3

Sec. 146. Label to be filed with secretary. Every such person, association, or union that has adopted, or shall adopt a label, trade-mark, or form of advertisement as aforesaid, may file the same for record in the office of the secretary of state by leaving two copies, counterparts, or facsimiles thereof, with the secretary of state. Said secretary will deliver to such person, association, or union so filing the same a duly attested certificate of the records of the same. Such certificate of record shall in all suits and prosecutions under Sections 4907, 4908, 4910, 4911, and 4912 be sufficient proof of the adoption of such label, trade-mark, or form of advertisement, and of the right of said person, association, or union to adopt the same. No label shall be recorded that would probably be mistaken for a label already of record.—*General Statutes, 1902, Section 4909.*

1893, ch. 162, § 4

Sec. 147. Injunction against wrongful use of label. Every such person, association, or union

adopting a label, trade-mark, or form of advertisement, as aforesaid, may enjoin the manufacture, use, display, or sale of any counterfeit or imitation thereof; and all courts having jurisdiction thereof shall grant injunctions to restrain such manufacture, use, display, or sale, and shall award the complainant in such suit, such damages, resulting from such wrongful manufacture use, display, or sale, as may by said court be deemed just and reasonable, and shall require the defendants to pay to such person, association, or union the profits derived from such wrongful manufacture, use, display, or sale; and such court shall also order that all such counterfeits or imitations in the possession or under the control of any defendant in such case be delivered to an officer of the court or to the complainant to be destroyed.—*General Statutes, 1902, Section 4910.*

Sec. 148. Unauthorized use of label. Every person who shall use or display the genuine label, trade-mark, or form of advertisement of any such person, association, or union, in any manner not authorized by such person, union, or association, knowing that such use or display is not so authorized, shall be fined not less than one hundred nor more than two hundred dollars, or imprisoned not less than three months nor more than one year, or both. In all cases where such association or union is not incorporated, suits under Sections 4907, 4908, 4910, 4912 and this section may be commenced and prosecuted by any officer or member of such association or union, in behalf of and for the use of such association or union.—*General Statutes, 1902, Section 4911.* 1893, ch. 162, §5

Sec. 149. Unauthorized use of name or seal. Every person who shall in any way use the name or seal of any such person, association or union, or 1893, ch. 162, §6

officer thereof, in and about the sale of goods or otherwise, not being authorized to so use the same, and knowing that such use is unauthorized, shall be fined not less than one hundred nor more than two hundred dollars, or imprisoned not less than three months nor more than one year, or both.—*General Statutes, 1902, Section 4912.*

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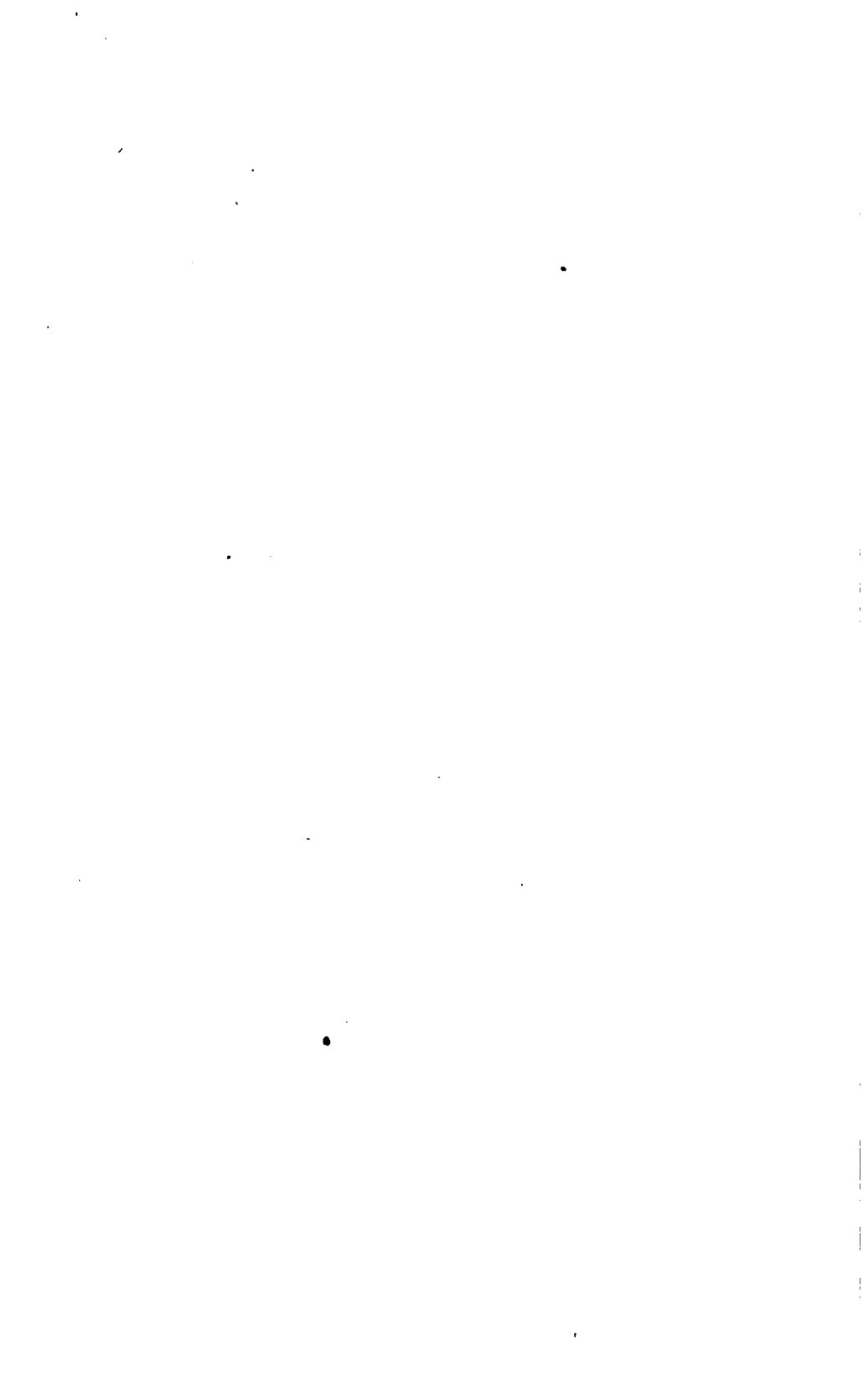
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State of Connecticut

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ANNUAL REPORT

OF THE

State Board of Mediation and Arbitration

TO

THE GOVERNOR.

For the Year ended September 30, 1905

PRINTED BY ORDER OF THE LEGISLATURE

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PUBLICATION
APPROVED BY
THE BOARD OF CONTROL.

REPORT.

*To His Excellency Henry Roberts,
Governor of Connecticut:*

SIR:—A brief history is herewith given of the different cases of labor difficulty of which the Board of Mediation and Arbitration has taken cognizance since its last report.

The Board was convened at Hartford, December 27, 1904, in response to a letter to its President, of which the following is a copy:

Dec. 22, 1904.

*Honorable J. Hurlburt White,
State Arbitration Committee, Hartford, Conn.:*

MY DEAR JUDGE:—My men and myself are liable to get into a bad snarl here and there will be a strike or lockout undoubtedly, and I ask as a personal favor that your Committee take this under advisement, hear both sides and advise us what to do.

You can see me at my house, 286 Farmington Avenue, and I have a telephone. We are very anxious to get this matter settled before the 1st of January, if it is possible. I think the men would listen to your Committee, as I certainly would be glad to.

Very truly yours,

F. H. WHITTELSEY.

Mr. Whittelsey operates a paper mill at Windsor Locks, Conn., and the Board proceeded to that place in order to view the works and confer with representatives of the workmen.

The situation, as developed by investigation, was as follows:

Mr. Whittelsey's product consists of tissue and copying paper, copying books and books of forms, designed especially for railroad service, in the production of which he is in direct competition with two other mills, one at Rainbow in this State, and one in New Jersey. In both these mills it was stated that the paper making machinery is run thirteen hours longer in each week than at Mr. Whittelsey's mill, thus giving them an advantage over him in production of goods which effectually wiped out his profits. In Mr. Whittelsey's mill, and in paper

mills generally, the paper making machinery is run continuously from 7 A. M. on Monday until 6 P. M. on Saturday of each week, and is operated by two sets of hands, one set remaining from 7 A. M. until 6 P. M. of each day, the other set taking the run of thirteen hours from 6 P. M. until 7 A. M. of the next day. The work was equalized between the two sets of hands by alternating so that the set which had night work one week would have day work the week following. In the two mills which were in direct competition with Mr. Whittelsey, it was stated that the weeks' run of the paper making machinery commenced at midnight Sunday night and continued until midnight Saturday night. It was Mr. Whittelsey's wish to run his mill on the same schedule, and he was perfectly willing to pay his men for the extra service. He explained that the working of the paper making machine was so nearly automatic that but few hands were required to operate it, but that practically the working of this department controlled the output of all departments of the mill, and that the extra thirteen hours run would add to the output without adding proportionately to the cost of production. In his judgment it made the difference between conducting his business at a moderate profit or without any profit, if not at a positive loss.

Mr. Whittelsey's employees were members of the Local Union of Paper Makers, affiliated with the International Brotherhood, and while averse to undertaking the additional night service asked of them, agreed to refer the matter to the international officers and a conference was arranged for and held in which Mr. Whittelsey's side was represented by himself and that of the workmen by Mr. George Mackey, President of the International Brotherhood, and Mr. Boyle, President of the local Union.

The situation was canvassed thoroughly and frankly, and considerable divergence of views was developed. A proposition was finally made by Mr. Mackey, on behalf of the men, to operate the paper making machinery for twenty-four hours longer each week if Mr. Whittelsey would divide the time into eight-hour shifts and employ three sets of hands.

Mr. Whittelsey declared that he would be glad to accept this proposition but for the fact that the water power used by him was controlled by the Windsor Locks Canal Co. and his contract did not allow of its use on Sunday.

It was suggested that perhaps the Canal Company would consent to a modification of the contract in this particular, but upon application being made for such modification, it was refused.

The correspondence herewith given followed and completes the history of this case.

MIDDLETOWN, CONN., Feb. 8, 1905.

Mr. Geo. Mackey, President:

DEAR SIR:—I learn from Mr. Whittelsey that the parties who control the water power at Windsor Locks refuse to permit him to encroach at all upon the twenty-four hours of Sunday, and that in consequence thereof your suggestion of eight-hour tours of work to include both Saturday night and Sunday night, is defeated.

Is any arrangement possible by which the machine might be run from 6 P. M. on Saturday until midnight, thus adding six hours to the weekly run? What are the objections to this, provided the men are paid fairly for the additional hours?

Yours very truly,

J. M. HUBBARD, *Secretary.*

WATERTOWN, N. Y., Feb. 13, 1905.

Mr. J. M. Hubbard,

*Sec. Board of Mediation and Arbitration,
Middletown, Conn.:*

DEAR SIR:—Your letter of Feb. 8th at hand and contents very carefully noted.

I note what you say in regard to the parties not allowing Mr. Whittelsey to run his mill Saturday or Sunday night, which defeats my proposition of the eight-hour system in his mill.

But will say that I went to Windsor Locks and looked Mr. Whittelsey's mill over, and I don't see how we can give him any other conditions than his neighbors in that place have. You know it would not be fair for us to work for Mr. Whittelsey Saturday nights and refuse to work for others. I find Mr. Whittelsey has as good conditions in his mill as any mill in Windsor Locks.

The mill in Rainbow that Mr. Whittelsey spoke of I find only runs day times, as they use the water for the electric light plant at night. This shuts the paper mill down, as they do not have water power enough to run both.

You will also remember Mr. Whittelsey said if his men would run his machine 150 feet per minute, he would be perfectly satisfied. I went there and had the Superintendent get the speed of the machine and found the machine was running 170 feet per minute, and the Superintendent claims that the men run the machine according to his orders. I can't see where Mr. Whittelsey has any reason for complaint.

Hoping that your Board will see that we are fair in the matter, and with best wishes to yourself and the other members of the Board, I remain,

Yours fraternally,

GEO. MACKEY, *President.*

MIDDLETOWN, CONN., Feb. 24th, 1905.

Mr. F. H. Whittelsey:

DEAR SIR:—Upon receipt of yours of Feb. 3d, and after consultation with Judge White, I wrote to Mr. President Mackey asking if an arrangement could not be made by which the paper making machinery in your mill could be run until 12 o'clock Saturday night, thus adding six hours to the weekly run. A copy of his reply, omitting one brief paragraph of a personal nature, is enclosed herewith and upon it being submitted to the Board, the conclusion reached was that nothing could be accomplished by pursuing the matter further. The Board is impressed with the fact that while not able to meet your views in regard to hours of labor, your employees do desire and purpose to render faithful and efficient service, and while you are just now compelled to meet severe competition, it seems not unreasonable to believe that, even under existing conditions, you can do it successfully.

With best wishes for your success.

Very truly yours,

J. M. HUBBARD, *Secretary.*

It may be added that Mr. Whittelsey continued to operate his mill, and it is announced that he has recently sold the business to parties who propose to continue its operation along the same lines.

At a meeting of the Board on Feb. 21st, 1905, and on subsequent occasions, its attention was called to a threatened strike of the locomotive firemen in the employ of the N. Y., N. H. & H. R. R. Co.

The demand of the firemen, officially stated, is as follows:

"That in the case of engineers who have been disciplined and are members of the Brotherhood of Locomotive Firemen, upon taking an appeal from the decision of the officer applying the discipline, to a higher officer, that a committee of

engineers, members of the Brotherhood of Locomotive Firemen, should take up his case with the management, instead of the engineers' adjustment committee."

It seems proper to say by way of explanation that while the organizations of the engineers and firemen are separate and independent, there are in the service of the company, engineers who are members of the Firemen's Brotherhood. The firemen's service is a training school for engineers, and it sometimes happens that when a fireman is promoted to be engineer he prefers to retain his former fraternal associations and his membership in the Firemen's Brotherhood.

It was this class of men over whom the contention arose, and the demand of the Firemen's Brotherhood was for a modification of the practice of the company under previous agreements with both engineers and firemen, in accordance with which appeals from discipline by an engineer had been handled on behalf of the party appealing, by the engineers' adjustment committee, and in case of a fireman appealing by the firemen's adjustment committee.

It will be seen that the contention was rather between the two labor organizations than between either of them and the employing company.

This was the view of the matter taken by the officers of the company. They declared that any settlement upon which the engineers and firemen could agree would be acceptable to them, but that they would not interfere to compel either party to yield the point at issue.

The contention aroused more feeling than its importance seemed to demand, and for a time a strike on the part of the firemen to enforce their demand seemed imminent. But wiser counsels prevailed and a modification of the former regulations was agreed upon which, with the explanatory notes of General Manager Higgins, is given herewith.

With these changes Article I. will read:

INVESTIGATIONS.

"All engineers will be given a fair chance to defend themselves against charges in holding investigations. Superintendents and master mechanics will be careful to get all the information possible and hold investigations as soon as practicable. Engineers who are suspended and afterwards

found innocent at the time of the original investigation shall receive pay for the time lost. All engineers suspended will be notified of the cause and length of suspension in writing.

"All engineers interested will be allowed to choose one or two disinterested engineers in the employ of the company to accompany and speak for them before boards of investigation, if they so desire, when an appeal is made after the first investigation.

"It is further agreed that in event engineers selected as per Article I. fail to adjust grievance, the matter can then be taken up and disposed of in accordance with the practice now in vogue on system, the case to be disposed of under the supervision of the engineers selected."

2. That Article I. of the company's agreement with its firemen shall be changed to correspond with the amendments proposed to Article I. of the company's agreement with its engineers.

3. (a) It is agreed, both by the engineers' general committee of adjustment and by the firemen's joint protection board that, inasmuch as it has been previously ruled by the company that firemen or the firemen's committee cannot be permitted to handle cases of engineers, it must be agreed that engineers cannot handle cases of firemen.

(b) This means that the, regular engineers' general committee of adjustment cannot handle cases of firemen, and also means that the firemen's committee must consist entirely of firemen in the employ of this company, and should any fireman serving on the firemen's committee be promoted to the position of engineer he shall retire from the firemen's committee at the expiration of his term as a committeeman.

(c) Should any engineer serving on the engineers' committee have to go back to the position of fireman for any cause whatever he shall retire from the engineers' committee at the expiration of his term as a committeeman.

4. In the case of an engineer temporarily going back to duty as a fireman, while he is serving as a fireman, his case will have to be taken up and handled in accordance with Article I. of the firemen's schedule as amended.

5. The paragraph that has been added on to Article I. in the schedule with engineers and in the schedule with firemen, means that any engineer or fireman who desires to appear before the officials must have the opportunity to elect whether he shall appear, if an engineer, through the regular engineers' committee or with one or two engineers of his own selection, and he must adhere to the same method until his appeal has been finally decided upon. He cannot elect to be accompanied by one or two engineers before one official and later appear before the same or another official with the committee, or vice versa.

The same method to apply to firemen desiring to appear before the officials.

The above conditions have been accepted by both.

This ends a controversy which has extended over a very long period, and which has led to more or less feeling between the engineers and firemen employed by this company, and consequently to more or less bad service, from which the company and the public has suffered severely, and it is the hope of the management that, now that this question has been settled to the satisfaction of all, the men will make a determined effort to improve the service and to carry out their existing agreements with the company, and also the company's rules, in the same good faith that the company is carrying out its obligations to them.

SAMUEL HIGGINS, *General Manager*.

A strike of masons and bricklayers in New London having been reported, one of the Board visited that place March 29th, 1905, and obtained an interview with Mr. F. M. Ladd, whose statement of the origin of the difficulty was as follows:

The grievance on account of which the men struck was the alleged employment by Mr. Ladd of a workman who was not a member of the Union. This man was a subcontractor and the work performed was on his own contract, and under such conditions was not in violation of the agreement of Mr. Ladd with the Union. Upon receiving this information the representatives of the Union who had called upon Mr. Ladd with reference to the matter, asked to see the contract, and upon his refusal to comply with this request the strike was declared.

"It thus became," said Mr. Ladd, "a question of my veracity," it being evident that the men did not believe his statement concerning the contract.

The Builders' Association in New London then took action and demanded of the Union that the men in Mr. Ladd's employ return to work under penalty of a general lockout.

The men did not return, the lockout followed, and building operations in New London were at a standstill. The Union then called in the services of the higher officials of its order and Mr. Geo. T. Thornton, 2d vice-president of the International Union of Masons and Bricklayers came to New London to investigate the situation. Acting upon his advice the local Union declared the strike off, but employers were desirous of obtaining some guarantee against a recurrence of similar troubles before resuming operations, and a conference for that purpose was to be held between the parties that evening.

At this and other conferences the subject matter was canvassed until an agreement was reached to govern the relations

of the parties for the term of two years. The agreement is as follows:

SECTION 1. No question of mutual concern shall be acted upon by either party, but shall be decided as hereinafter specified.

SEC. 2. That the parties to the instrument will not order or sanction a strike or lockout under any circumstances.

SEC. 3. For the purpose of establishing a method of peacefully settling all questions that may arise, the parties hereto jointly agree that any difference that may arise shall be referred for settlement to the joint committee on arbitration, which committee shall consist of three (3) representatives from each body and that the findings of said committee shall be final and binding upon both organizations.

SEC. 4. In case this committee is unable to agree, each side shall select two (2) more, which shall be acceptable to the other side, and these four (4) to select a fifth, and the decision of this enlarged committee shall be final and binding to both parties.

SEC. 5. The minimum rate of wages shall be \$3.75 per day.

SEC. 6. Eight (8) hours shall constitute a day's work.

Working hours shall be from 8 A. M. to 12 M., and from 1 P. M. to 5 P. M. from the months beginning March 1st to November 1st. From November 1st to March 1st it shall be optional to begin work at 12:30 P. M. and stop work at 4:30 P. M.

SEC. 7. All over-time shall be paid for at double rate.

Over-time means all time between 5 P. M. on Saturday and 8 A. M. on Monday; also all time between 5 P. M. and 8 A. M. on other days; and on the following holidays—Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

SEC. 8. That this agreement shall be binding for a period of two (2) years, and a three (3) $\frac{1}{2}$ months' notice of any change be given by either side.

In communicating the fact of this agreement under date of April 4th, Mr. Ladd writes: "We shall aim in the future to keep the men at work, and try to settle all our troubles with other Unions the same as with this."

The journeymen plumbers of Danbury entered upon a strike April 1st, 1905, to enforce a demand for an eight-hour day, and a regulation desired by them in regard to the number of apprentices to be allowed in each shop.

On visiting Danbury April 7th, one of the Board obtained statements from Mr. Andrew R. Jones, representing the employers, and from Mr. Eugene Bouteiller, president, and Mr. Robert Heinnan, secretary of the Plumbers' Union, representing the workmen.

On the part of the Union it was represented that the eight-hour day had been adopted in most other places, and that its adoption in Danbury had been deferred from time to time until in the opinion of the men, the time had now arrived when it should be deferred no longer. Stress was laid upon this point rather than upon the regulation in regard to apprentices.

On behalf of the employers Mr. Jones admitted that the workmen had reason to expect that the eight-hour day would be conceded whenever conditions were such that it could be done without undue hardship to employers who had undertaken contracts based upon the nine-hour day, and also with due consideration for those upon whom the increased cost of the work would ultimately fall.

The employers had offered to adopt the eight-hour day on the 1st of January, 1906, as by that time existing contracts would be mainly completed, and opportunity would thus be given to adjust business to the new conditions.

The men had made a counter offer to defer the eight-hour day until October 1st, 1905, and further conferences were to be held with the view of bridging the gap between them. Later information from Mr. Jones was to the effect that an agreement had been reached by which the eight-hour schedule was to go into effect November 15th, 1905, until which time the nine-hour day was to continue.

The matter of apprentices was left to be settled by agreement between the master plumber and foreman of each shop.

It was a gratifying feature of this case that the friendly feeling between the parties was not interrupted by their contention over business relations.

There has been trouble and contention in the bakers' trade at Bridgeport, New Haven, and Meriden. The journeymen bakers are quite generally organized, and disposed to insist strongly upon the closed shop. Other demands relate to rate of wages, hours and conditions of labor, and number of apprentices to be allowed.

These contentions have all been settled by agreements reached at conferences between the parties directly interested, which agreements generally recognize the closed shop with the qualifying condition that if the Union fails to supply satisfactory help within a reasonable time, the employer is at liberty

to hire outside. Other details are arranged as the parties can agree. These agreements are made to run for a definite period, usually one year, and in some instances penalties are provided for violation of the terms of agreement, and forfeits put up to insure payment of the penalties.

The conditions in the building trades at Bridgeport at the close of last season's operations were unsettled, and trouble seemed likely to break out at any time.

An agreement governing the relations between employers and employees in the carpenters' trade which had been in force for a considerable period had been abrogated by the workmen, and the feeling on both sides seemed to be distrustful and apprehensive. Under such conditions the following correspondence passed between the Frank Miller Company, a large employer of labor, and the president of the Carpenters' Union:

BRIDGEPORT, CONN., December 17th, 1904.

Jno. Griffen, President, City.

DEAR SIR:—We are now figuring on several large contracts, to be built in 1905, and would like to know the attitude of the Union Carpenters for 1905, so that we may figure intelligently.

An early response will oblige

Yours respectfully,

THE FRANK MILLER LUMBER CO.

(Signed) FRANK MILLER.

BRIDGEPORT, CONN., December 19, 1905.

The Frank Miller Lumber Co.

GENTLEMEN:—In reply to your letter of inquiry, and to set aside unfounded rumors of an advance in wages of carpenters, I desire to inform your company, that all conditions relative to hours and wages now in vogue, will remain unaltered during the year 1905.

Yours respectfully,

(Signed) J. M. GRIFFIN,

President L. U. No. 115.

It is given here as a model of brevity and effectiveness. Under the conditions existing it was a wise proceeding for an employer to approach the Union in this manner, and the response of President Griffin is worthy of high commendation for frankness and reasonableness. It seems quite possible that serious trouble was averted by this action.

On the 28th of July, 1905, a strike was declared by Local Union No. 15, of Bridge and Structural Iron Workers at New Haven against the American Bridge Company, to enforce a demand that the said Bridge Company should cease the practice of subletting contracts to parties who refused to conform to Union regulations as to men employed and wages paid.

The case of the workmen was presented at a meeting of the Board held in New Haven on the 29th of July, by Mr. E. I. Warden, Business Agent of Local No. 15, and Mr. Thos. McGovern, member of the executive board of the International Association.

It appeared from the statements of these gentlemen that while the American Bridge Co. had no contract with the Union, it did, in fact, conform to Union regulations in all of its own work. But in one or more instances it had sublet contracts to the Boston Bridge Co., which latter company disregarded Union rules both in regard to the men whom it employed and to the rate of wages paid.

This was considered by Messrs. Warden and McGovern to be an indirect and dangerous assault upon Union principles, and a practice which the Union could not tolerate.

Their attempts to induce the company to recognize this grievance and to obligate itself to cease the practice objected to had been met with evasion, and they had been unable to obtain any satisfaction. They believed that the superintendent of construction of the American Bridge Co. was a determined foe to organized labor, and that the action of the company was deliberately taken with a view to weaken its power, and they felt compelled to resort to the strike as a measure of self-preservation. At that time the strike was limited to the membership of Local No. 15, most of whom were at work upon contracts for the N. Y., N. H. & H. R. R. Co. in Connecticut, but it was declared that unless the Bridge Co. conceded the demand of the Union the strike would be extended throughout the jurisdiction of the International Association with which Local No. 15 is affiliated.

Under the direction of the Board a letter was written by the Secretary to Mr. President Hatfield of the American Bridge Co. which, with the reply thereto, is given below. There is also given correspondence relative to this strike with President Mellen of the N. Y., N. H. & H. R. R. Co.

NEW HAVEN, CONN., July 29th, 1905.

Mr. President Hatfield, American Bridge Co.:

DEAR SIR:—The Connecticut Board of Mediation and Arbitration has just had a conference with Mr. E. I. Warden, Business Agent of the Local Union of Bridge and Structural Iron Workers, and Mr. Thomas McGovern, member of the Executive Board of the International Association, with reference to a strike recently ordered on work of the American Bridge Company. Their representation is that the American Bridge Company, while employing Union labor and complying with Union regulations in its own work, sublets contracts to the Boston Bridge Company which does not employ Union labor or pay the Union rate of wages.

They claim that this is highly injurious to their interests and have struck to enforce a cessation of the practice and an agreement preventing it in the future. To a question whether they would submit the contention to arbitration, Mr. Warden replied that he was not at present authorized so to do.

I am directed by the Board to communicate with you asking for a statement of the case from your point of view, with any suggestions you may care to make looking toward a settlement of the contention, especially whether your company would submit the matter to arbitration in any form. I enclose circular giving laws under which this Board acts. Please direct reply to the undersigned at Box 785, Middletown, Conn.

JOSIAH M. HUBBARD, *Secretary.*

PITTSBURG, PA., August 1st, 1905.

DEAR SIR:—Your letter of July 29th, addressed to Mr. Hatfield, has been referred to me and is just received.

I am as yet not fully informed as to the strike that has been called by the New Haven Local of the International Association of Bridge and Structural Iron Workers against this Company in the New England States, and therefore cannot intelligently reply to your letter at this time.

Thanking you, however, for the offer of your good offices in the matter, I am,

Very truly yours,

S. P. MITCHELL, *Chief Engineer.*

To JOSIAH M. HUBBARD, ESQ., *Secretary,*
Connecticut State Board of Mediation and Arbitration,
 Box 785. *Middletown, Conn.*

MIDDLETOWN, CONN., August 9th, 1905.

Mr. Chas. S. Mellen, President N. Y., N. H. & H. R. R. Co.:

DEAR SIR:—The Connecticut Board of Mediation and Arbitration have had a conference with representatives of the Bridge and Structural Iron Workers now on strike against the American Bridge Company, and have received from them a statement, from their point of view, of the causes

and objects of the strike. An attempt through correspondence to obtain from the officials of the American Bridge Company a statement of the contention, from their point of view, has failed to elicit any information, and an accompanying request for suggestions looking towards a settlement has also failed of any response.

As the company which you represent is directly affected by the strike and consequent stoppage of work, the Board would very much appreciate such information as you may be disposed to give, especially in regard to the matter of the subletting of contracts awarded by your Company to the American Bridge Company.

And if you are able to make any suggestions towards bringing about a settlement of the difficulty, such suggestions will be gratefully received.

Very truly yours,

J. M. HUBBARD, *Secretary,*
Conn. Board of Mediation and Arbitration.

NEW HAVEN, CONN., August 10th, 1905.

Mr. J. M. Hubbard, Secretary,
Connecticut Board of Mediation and Arbitration,
Middletown, Conn.:

DEAR SIR:—Your favor of the 9th is at hand.

This Company has no interest in the strike between the Bridge and Structural Iron Workers and the American Bridge Company other than it is suffering severely through the relationship existing between the two parties.

It has no knowledge of what constitutes those difficulties other than that general knowledge which comes to us through the medium of the public press.

The contracts between our Company and the American Bridge Company are of a character that will permit the subletting of any of the work contracted, and no warrant exists for interference on the part of this Company in the matter in controversy.

Yours truly,

C. S. MELLEN, *President.*

As the American Bridge Company remained firm in its attitude of resistance to the demand of the Union, the strike was made general, and at the time of printing this report was unsettled and without any definite prospect of settlement.

The Hartford Typographical Union presented the agreement, a copy of which is given below, to the job printers of Hartford for their acceptance, and upon the refusal of the employers to accept the same, a strike was declared and the Union men quit work.

AGREEMENT.

The undersigned hereby agree with Hartford Typographical Union No. 127, that on and after January 1, 1906, eight hours shall constitute a day's work, same to be granted without any reduction of wages; and that only members of said Union shall be employed in the composing room.

Signed this day of 190 .

On behalf of the Union it is declared that the action taken has been long in contemplation, having been determined upon by an overwhelming majority of the membership at large, at a vote taken nearly a year ago. They declare that their demand for the eight-hour day is based upon the conviction that it suffices for the work there is to be done to meet the demands of society for the product of the press. And with the demand for the eight-hour day they couple the demand for the employment of only Union labor.

The demands of the printers are firmly resisted by the employers' organization called the Typothetae. Their view of the situation is indicated by the following published statement:

"As printers operate manufacturing plants—their capital being largely invested in machinery and tools, entailing great expense in equipment and maintenance—any shortening of the work day means an increase in the expense of doing business of from 22 to 25 per cent., which increase must of necessity be paid for by our customers. The employing printers, members of the Connecticut Typothetae, the local branch of the United Typothetae of America, have pledged themselves for the open shop and for no discrimination in the employment of help and, furthermore, that they will not permit their business to be jeopardized, as it certainly would be in the event of the eight-hour demand being granted."

The strike is a general one, action similar to that taken in Hartford, having been taken in other cities throughout the country. At present neither party desires arbitration or any settlement of the contention other than upon its own terms.

The journeymen plumbers of Hartford went on strike October 15th, in support of a demand for a minimum wage rate of \$3.50 per day.

The usual arguments are advanced in support of the demand, while in opposition to it serious objection is made to fixing the minimum wage at a figure which is declared to be much above the earning capacity of many workmen. Employers declare their willingness to pay \$3.50 or more, per day, if a workman

can earn it, but they declare it an injustice to all parties concerned to pay that sum to a workman who can earn only \$2.00 per day.

Both parties have apparently settled down for a trial of strength and until this issue is determined, they desire no intervention from any source whatever.

The attention of the Board has been directed to cases of labor difficulty at a contract of the Pennsylvania Steel Company in the town of Westport, at the factory of the Ideal Manufacturing Company in Portland, at the Pequot Mills in Montville, at the factory of the D. & H. Scovil Company in Higganum, and at several brickyards in Berlin. Concise accounts of the conditions of each case as found by investigation were prepared for this report in the belief that this information was of value for the light thrown upon some of the difficulties which are encountered by those who are carrying on the varied industries of Connecticut. But the limitation of the body of this report to eighteen pages compels the exclusion of these accounts, and also of other matter of interest, and leaves the report mutilated and incomplete. Room may be found for the statement that in no one of the cases alluded to was the number of operatives involved large, or the interests directly affected other than local. In only one case were the workmen members of a labor organization. In three cases the only point of contention was in relation to wages—the other two being complicated by the introduction of the sympathetic element. Three were settled by agreement of the parties, and the outcome of the other two was a permanent rupture of relations.

The method of work followed by the Board last year has been continued during the current season. Concerning such matters as obtaining detailed information of labor difficulties, making proffer of the services of the Board in aid of settlement, and urging parties to confer and negotiate directly with each other, each member has acted independently and such action has been reported to stated meetings of the Board held monthly for purposes of conference, or to special meetings called whenever necessary. For information of the existence of labor troubles dependence must necessarily be had mainly upon the newspapers.

The work of the Board would be greatly facilitated if some more direct and authentic means of obtaining this information was at its service, and it may yet be thought wise to lay the duty of giving this information upon local officials in localities where such troubles occur.

Looking over the field one can hardly avoid the observation that labor difficulties are not confined to contentions between employers and employees, but that they often break out between different groups of workingmen, whose interests are, or are supposed to be, antagonistic.

The principal hostile groups into which workingmen are divided, are the organized and unorganized groups, between which antagonism seems instinctive and ready to manifest itself by violent demonstrations upon the slightest provocation.

Sometimes also different groups of organized workingmen come into sharp conflict with each other. Each claims a certain field of work as its exclusive possession, and there is disagreement and contention as to the proper line of demarcation.

But whether the contention be between employer and employee, or between different groups of workmen, the general public is always a sufferer and may be the chief sufferer on account of it. All classes and all individuals who are usefully employed are in the service of the public, and there seems at present no agency and no method existing through which and by which this great fact can be brought to bear with the weight of influence which belongs to it in the settlement of labor difficulties. It is as if two servants should spend their time and waste their energies quarrelling with each other, forgetting their master's interests and neglecting his work, while he who was entitled to their service, stood by an idle and impotent spectator of the strife.

The action of the Board in relation to these difficulties has been governed by the conditions of each case. In no instance have its services been called for as arbitrator. In most cases it has acted by suggestion, in some only by observation. Its members have been impressed, as everyone must be who comes into close association with labor troubles, with the strong desire on the part of both parties, to adjust their difficulties without the intervention of any third party. This desire is one that is entitled to respect, and if adjustment can be thus reached

it is better that the third party stand aside and leave the entire field to the principals in the contention. And yet the consciousness that there is a third party having a very vital interest in the contention, and by virtue of that interest, entitled to hearing and consideration should exert a powerful influence with the principals to a labor contention in favor of yielding and compromise upon non-essential points, in order to reach agreement. It is a part of the work of the Board to bring this influence to bear whenever and wherever possible.

The manner in which labor troubles affect those not directly involved in them is indicated by the closing paragraph in general manager Higgins' statement in connection with the settlement of the contention between the locomotive firemen and engineers, and also by the letter of president Mellen concerning the relation of his company to the strike of the Bridge and Structural Iron Workers. In both instances there is clear recognition and forcible statement of the fact that parties not directly involved in the contention may and do suffer in consequence of it, and anyone can carry the thought a little further and see that the injury does not stop until it has touched the outermost circle of organized society, so intimately are all our interests bound together.

For such an injury the instinctive thought is, there must be a remedy, or better still, a preventive. At present all we have is a palliative, and the insufficiency of it is very plainly evident. With some sort of agency and by some effective method the case of the whole people against whoever prevents or obstructs efficient service in its behalf, should be strongly presented and enforced. How to give to this presentation the weight of influence to which it is fairly entitled in the disputes between different groups of those who serve the public; and at the same time to preserve within its appropriate field the just freedom of the individual to dispose of his strength, skill, business capacity, or accumulated capital as to him shall seem best, is a problem which presses for solution none the less strongly because it is confessedly surrounded with difficulties.

Towards this solution everyone can contribute something. Official action may accomplish much, but individual action will accomplish vastly more. Discussion of foundation principles may help, but the obvious, urgent, and crying need in

the relations of employer and employee is the substitution for mutual suspicion, of mutual confidence; for regard only for one's own interest, of regard also in due measure for the interests of the other party; and a hearty practical recognition of that underlying unity of interest which in fact exists among all who in whatever capacity are in the service of the public.

The concentration of great power in the hands of the men who control modern industrial enterprises is a conspicuous feature of the life of to-day. Over against this stands the force wielded by the leaders of the workingmen's organizations. When used oppressively or even inconsiderately, either of these forces may be the cause of grave and serious injury to individual and public welfare. The body of legislation which sufficed for the needs of society before the large development of these forces is not adapted to their regulation, nor adequate to their control, and just how to repair and strengthen it for this new work is not at once apparent. It may be that law alone will never be equal to the work of so controlling the operation of these forces as to keep them always in beneficent channels. But to approximate as closely as possible to such control is one of the tasks of the civilization of to-day, and whenever by any agency or method a step forward is made in the accomplishment of this task, something is done toward the solution of the labor problem and the settlement of the labor question.

Respectfully submitted,

J. HURLBURT WHITE,
HIRAM H. FOX,
JOSIAH M. HUBBARD.



